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EAST BOSTON INTERIM PLANNING OVERLAY DISTRICT WORKBOOK

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July 1986

TABLE OF CONTENTS

Introduction 2

I. The East Boston Interim Planning Overlay District 4

II. The East Boston Planning and Zoning Advisory Committee 6

III. Development Trends 7

IV. Neighborhood Profile

A. History of East Boston 9
B. Profile of the Population and Housing of East Boston 11
C. Business Patterns and Employment 16

V. Zoning and Other Tools to Shape Neighborhood Growth

A. Interim Planning Permit Process 17
B. Inclusionary Zoning 19
C. Waterfront Amendments 20
D. Open Space Amendments 21
E. Linkage 22
F. Transportation Access Plans 23
G. CLUIS 24

VI. Issues

A. Intrusion of Airport-related Uses 25
B. Creation, Siting and Affordability of Housing 27
C. Traffic and Parking 28
D. Neighborhood Commercial Revitalization 30
E. Industrial Development/Jobs Preservation 32
F. Infrastructure Capacity 33
G. Waterfront Development 34
H. Re-evaluation of East Boston Designated Port Areas 36
I. Open Space 37

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INTRODUCTION

East Boston, like many neighborhoods, is facing intense pressure related to new development. This includes new housing construction, industrial expansion, and growth of airport-related uses. While this development can produce jobs and homes, it can also have a negative impact on traffic and parking, open space availability, and the existing infrastructure.

A planning and rezoning process is needed to examine East Boston's changing profile. One result of this process is a master plan, developed with the community, which should provide a framework to understand development and guide land use decisions. The master plan will articulate the community's goals. It will provide a policy for future growth.

The traditional mechanism to implement the policies of a master plan is zoning. Zoning is used to manage the direction, impacts, benefits and burdens of growth. Using a text and maps, a zoning code identifies various zones for specific land uses such as residential, commercial, and manufacturing. Within these zones, the zoning code also specifies the permitted uses, the bulk of buildings, the density of development and other criteria necessary to obtain development permits.

Zoning is a tool to guide growth according to the goals and desires of a community as set forth in the planning process. In support of this process, Boston's new neighborhood land use and zoning policies are intended to establish up-to-date comprehensive standards to govern decisions about the scale, type, and location of new development.

***

This preliminary IPOD Workbook/East Boston has been prepared to identify some of the major concerns affecting East Boston as a neighborhood.

Section One discusses "The East Boston Interim Planning Overlay District", and Section II describes the purpose and role of the East Boston Planning and Zoning Advisory Committee.

Much of the pressure for a review of the effectiveness of current zoning controls comes from community awareness of the availability or potential availability of a number of parcels of land or properties for which development interest has been expressed or is anticipated. The types of development - whether for housing, industry, or other purposes - can have a significant effect upon the well-being of East Boston residents: on traffic, congestion, employment, and the quality of life generally. Section III on "Development Trends" discusses patterns of development.

Often it is useful to look at one's neighborhood against a broader context. Section IV, "Neighborhood Profile" provides some history of East Boston's development, some comparative information in East Boston and City population, income, and employment as a reference.

For any such study, it is important for both the advisory committee and staff to be familiar with the procedures and processes related to land use and zoning, and other sources of data. Section V, "Zoning and Other Tools to Shape Neighborhood Growth" gives a summary of information.

Developments can be evaluated for their beneficial or negative effects on the community. These effects raise issues some of which are identified and briefly discussed in Section VI, "Issues". Other problems or issues may be added by the Advisory Committee as the study proceeds.

This IPOD Workbook is designed to serve as a factual foundation and a point of departure for the planning process in East Boston.

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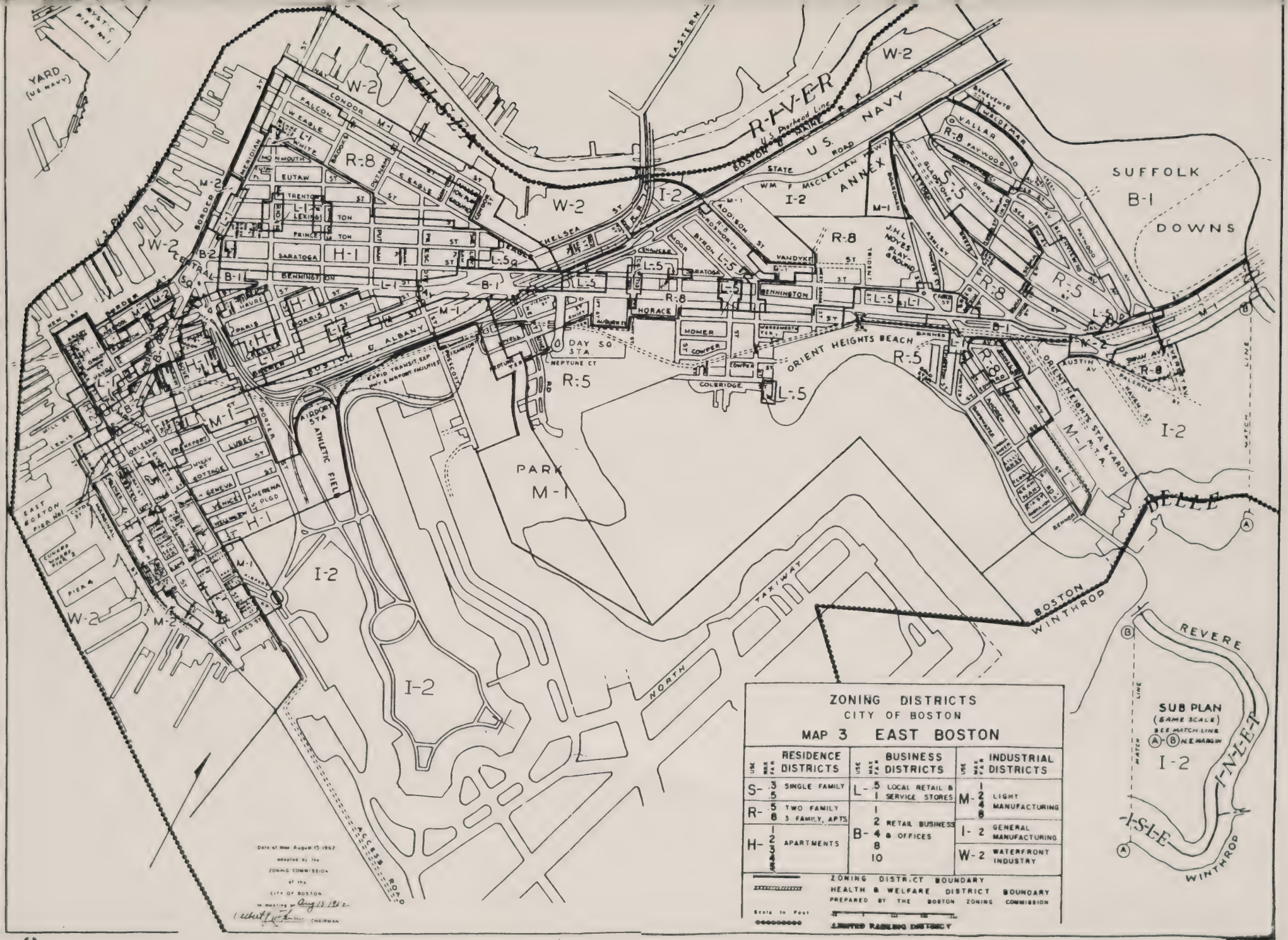
ZONING DISTRICTS
CITY OF BOSTON
MAP 3 EAST BOSTON
RESIDENCE DISTRICTS
S- 3 5 SINGLE FAMILY
R- 5 8 TWO FAMILY 3 FAMILY, APTS
H- 1 2 3 4 APARTMENTS
BUSINESS DISTRICTS
L- .5 1 LOCAL RETAIL & SERVICE STORES
B- 1 2 4 8 10 RETAIL BUSINESS & OFFICES
INDUSTRIAL DISTRICTS
M- 1 2 4 6 LIGHT MANUFACTURING
I- 2 GENERAL MANUFACTURING
W- 2 WATERFRONT INDUSTRY
ZONING DISTRICT BOUNDARY
HEALTH & WELFARE DISTRICT BOUNDARY
PREPARED BY THE BOSTON ZONING COMMISSION
LIMITED PARKING DISTRICT
Date of Map August 15 1962
adopted by the
ZONING COMMISSION
of the
CITY OF BOSTON
SUB PLAN
(SAME SCALE)
SEE MATCH LINE
A-B ALL MARGIN
REVERE
WINTHROP
BOSTON WINTHROP
EAST BOSTON
SUFFOLK
DOWNS
ORIENT HEIGHTS BEACH
PARK
M-1
I-2
W-2
R-8
R-5
L-5
H-1
B-1
B-2
M-2
CHELSEA CREEK
RIVER
U.S. NAVY
YARD (US NAVY)
AIRPORT STA ATHLETIC FIELD
DAY SQ STA
ORIENT HEIGHTS STA YARDS M.T.A.
TAXIWAY
NORTH
ACCESS ROAD
WM F McCLELLAN HIGHWAY
U.S. ROAD
STATE
ANNEX
J.H.L. MOYES PLAY-GROUND
RAPID TRANSIT, EXP WAY & AIRPORT FACILITIES
PRESCOTT
MAVERICK
BELLE
ISLE

3A

I. THE EAST BOSTON INTERIM PLANNING OVERLAY DISTRICT

Zoning is the most important means a community possesses by which to regulate land use and thereby shape the course of its own development. The current Boston Zoning Code and Maps were adopted over twenty years ago. Since that time, there have been several amendments made to these regulations, but these changes were made without comprehensive analyses leading to overall revisions to the zoning of the neighborhoods. In November, 1984, the Zoning Commission approved the creation of the Interim Planning Overlay District (IPOD) mechanism as a direct response to community concerns about zoning which had become inappropriate to their respective districts.

The Interim Planning Overlay District is a Special Purpose Overlay District in the Boston Zoning Code. It is designed to allow comprehensive planning and rezoning of a particular neighborhood in concert with that community. It recognizes that a reasonable amount of time is required to complete the comprehensive planning study, and that during that period it is essential to protect the area under review from unwise development that would undermine the ultimate goals of the planning and rezoning process.

The land use issues in East Boston mandate comprehensive planning by the City and community. In order to begin this process, the Boston Redevelopment Authority will petition the Zoning Commission to adopt an East Boston Interim Planning Overlay District regulation to be in effect for at least two years. This regulation will be written as an amendment to the Zoning Code and is required to include the following sections.

1. Physical Boundaries: This section gives the exact boundaries of the planning area, in this case, all of East Boston.

2. Time Period: This section establishes the period in which the IPOD will be in effect. In the case of East Boston, the IPOD will be in effect for at least two years. At the end of this period, the Interim Planning Permit process will expire and, either the new zoning developed during the planning process will be implemented, or the original, pre-IPOD zoning districts will go back in force.

3. Characteristics of the District that make the Current Zoning Inappropriate: This is an explanation of why the current zoning may be inadequate or inappropriate. For instance, underlying zoning may allow uses adjacent to residential sites that create conflicts. Height controls in addition to floor area ratio controls may be required to control development.

4. Goals and Objectives: This section provides a list of the objectives to be achieved in developing new zoning for the planning area.

5. Interim Land Use Controls: For the period the IPOD is in effect, the Interim Controls outlined in this section will regulate development in the IPOD. Allowed or exempt uses, forbidden uses, and those uses which will require an Interim Planning Permit will be specified.

6. Timetable: A timetable will be specified for performing planning studies and drafting the new zoning districts. Tasks in the timetable include: mapping existing land uses; establishing design, planning, and environmental goals; and defining the new zoning. At the end of the time period, any proposed new zoning will be recommended to the Zoning Commission for adoption.

The East Boston Interim Planning Overlay District will not stop development; rather, it is designed to protect the area under review from development which could conflict with the contemplated rezoning. The mechanism for reviewing projects that are proposed during the two year IPOD period is the Interim Planning Permit (IPP). The Board of Appeal is responsible for granting the Permits, making sure all proposals meet the goals and objectives of the East Boston IPOD in order to obtain a Permit. In the Zoning section, the Interim Planning Permit process will be discussed in detail.

II. THE EAST BOSTON PLANNING AND ZONING ADVISORY COMMITTEE

In order to facilitate full community participation in the IPOD comprehensive planning and rezoning process, the East Boston Planning and Zoning Advisory Committee (PZAC) has been established. This Committee will work in concert with the Boston Redevelopment Authority and the Mayor's Office of Neighborhood Services to carry out the objectives of the Interim Planning Overlay District. It will serve as the official public participatory body for planning and zoning activities undertaken through the IPOD process.

During the IPOD period, the PZAC will be responsible for:

- Establishing the goals and objectives of the Interim Planning Overlay District.
- Reviewing development projects submitted to the City which require approval under the interim zoning regulations.
- Participating in the comprehensive planning and the development of revised zoning for East Boston.

NAMES OF EAST BOSTON PZAC MEMBERS

Mr. James Aloisi
Mr. Domenic Amara
Ms. Karen Asci
Mr. Sonny Buttiglieri
Mr. Al Caldarelli
Mr. Ronald Catena
Father Norbert DeAmato
Ms. Anna DeFronzo
Mr. Samuel DePaulo
Mr. Robert Eddy
Mr. Philip Giffe
Mr. Don King
Ms. Theresa MacNamara
Mr. John McCarthy
Reverend Bernard McLaughlin
Mr. Angelo Musto
Ms. Elvira Palladino
Ms. Ginnie St. Cyr
Mr. Jack Scalcione
Mr. Fred Stefano
Mr. John Zuccaro

III. DEVELOPMENT TRENDS

Between 1975-1986 growth (per square footage) in East Boston has been dominated by industrial development followed by office and medical facility development. However, most of the industrial and office growth is attributable to the development of the Massachusetts Technology Center at Logan south. Retail development during this period was limited to 10,000 square feet added in 1978. Similarly, hotel development was restricted to 270 rooms constructed in 1975.

In contrast, construction costs during this same period were highest for parking and transportation related facilities. This was followed by industrial, office, hotel, and medical respectively. Construction costs for retail development were very small.

Residential development (by number of dwelling units) was strong in 1975 and 1976, but growth slowed between 1978 and 1984. The attached chart depicts major development trends from 1975-1986. This is only a partial list as data for relatively smaller projects is difficult to accumulate.

Today East Boston has begun to experience the effect from the regional and citywide growth pressures. Logan Airport has increased its capacity to service a growing regional demand. Similar to other Boston neighborhoods the demand for housing has begun to change the development patterns in East Boston. Vacant lots and buildings and large waterfront parcels have become the location for several large housing development proposals. After the extreme slowdown of housing starts in East Boston approximately 10 significant housing development projects have been proposed or recently approved.

This new development is rapidly bringing change to East Boston. Many of these changes are creating opportunities for this area, for example, the restoration of dilapidated and dangerous structures, the clean-up and infill of vacant lots, the creation of jobs and the provision of housing. However, the impacts from rapid change necessitate a comprehensive examination of East Boston and its land uses, growth potential and resident needs, all within the context of the community's and city's concerns. It is important that new growth does not frustrate the city's ability to adequately maintain city services including sewer and water, roadways, and gas service.

Additional residential development must provide affordable housing for East Boston residents, most importantly the elderly, families, and persons with disabilities. Development must occur without exacerbating the traffic and parking problems. As Logan expands airport related uses, if left unchecked, will continue to impact the neighborhood. Development of open space and recreational opportunities must balance housing and commercial development to insure leisure opportunities for the neighborhoods.

Following is an approximate outline of the most recent projects that have been approved or are still in proposal stages:

Residential	Commercial	Industrial
APPROVED		
Lyman School- 45 units Sheridan School-24 units Chapman School-30 units 202-204 Bremen-6 units Webster School-24 units Mt. Carmel School-16 units 166 Saratoga-7 units 123A-127 Falcon St.-4 units Harbor View-20 units	Lombardos expansion	
PROPOSED		
Gumball Factory-89 units Harbor Landing-400 units 109-111 Webster St.-16 units Old Boston East-240 units	Cunard Lot Liverpool Building - 15,000 square feet	Old Boston Shipyard

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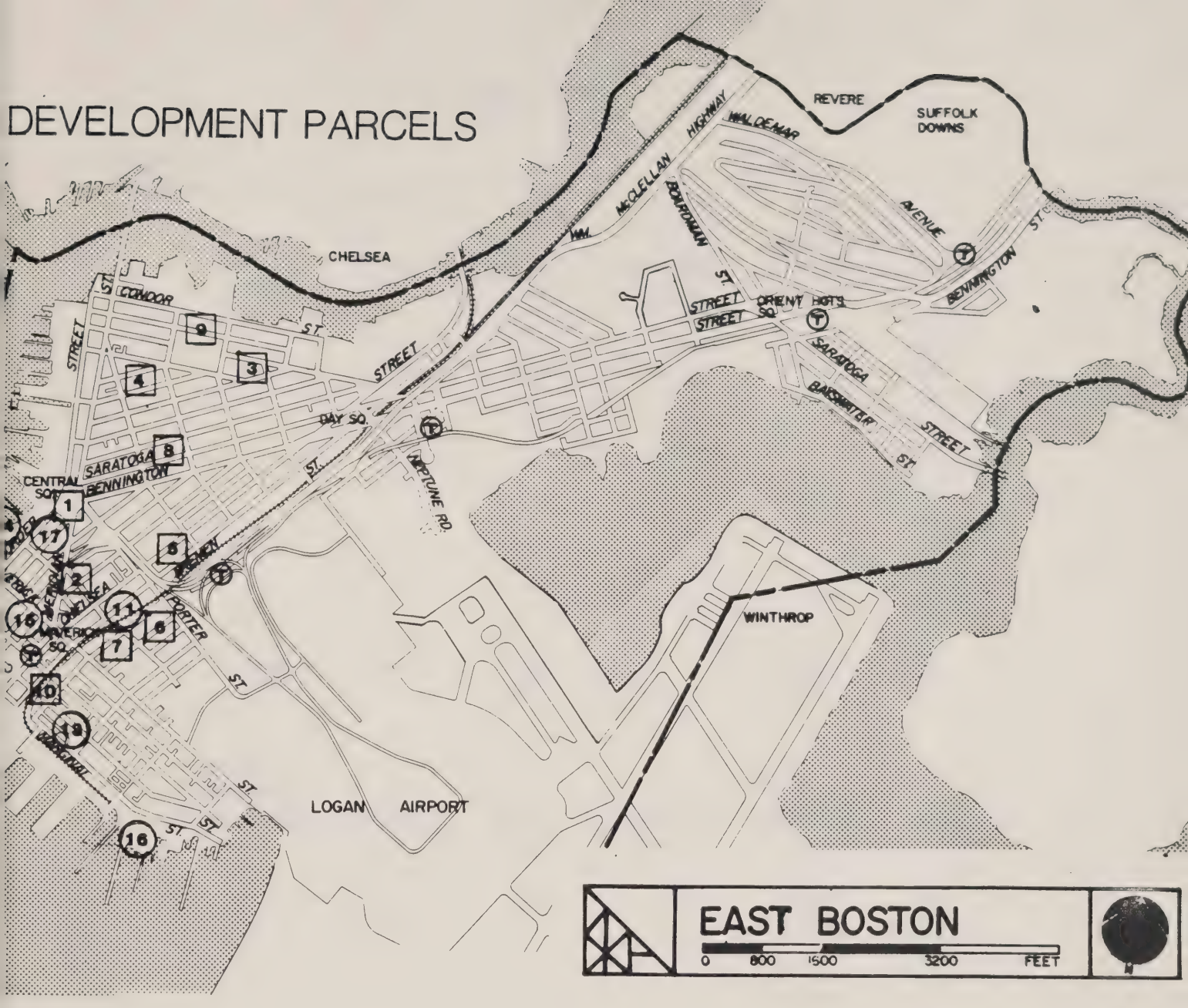
DEVELOPMENT PARCELS



DEVELOPMENT PROPOSALS

APPROVED

1. Lombardos
2. Lyman School
3. Sheridan
4. Chapman
5. 20 Bremen
6. Webster School
7. Mt. Carmel
8. 166 Saratoga
9. 123 Falcon
10. Harborview

PROPOSED

11. Gumball Factory
12. Harbor Landing
13. 109 Webster Street
14. Boston East
15. Cunard Lot
16. Old Boston Shipyard
17. Liverpool Building

BOSTON DEVELOPMENT SUMMARY
EAST BOSTON

ALL CONSTRUCTION
DEVELOPMENT MAGNITUDES (NEW & RENOVATED)

YEAR	OFFICE (S.F.)	RETAIL (S.F.)	MEDICAL (S.F.)	EDUCATIONAL (S.F.)	RECREATION & CULTURAL (ACRES)	YEAR
1975					28.74	1975
1976			30,000			1976
1977					.92	1977
1978		10,000				1978
1979						1979
1980						1980
1981						1981
1982						1982
1983						1983
1984						1984
1985						1985
1986	240,000*					1986
TOTALS	240,000	10,000	30,000		29.66	TOTALS

YEAR	PARKING & TRANSPORTATION RELATED SERVICES (S.F.)	INDUSTRIAL (S.F.)	HOTEL (ROOMS)	EXHIBITION (S.F.)	RESIDENTIAL (D.U.)	YEAR
1975			270*		356 (SUB)	1975
1976		26,000			380 (SUB)	1976
1977						1977
1978					87 (SUB) 17 (PRIV)	1978
1979						1979
1980						1980
1981		519,915				1981
1982						1982
1983	308,000*				46 (PRIV)	1983
1984	REHAB TERMINAL C	190,000*			9 (PRIV)	1984
1985		800,000*			38 (PRIV)	1985
1986	220,000*				74 (PRIV) 30 (SUB)	1986
TOTALS	528,000	1,534,915	270		1,037	TOTALS

*DEVELOPMENT THAT OCCURRED ON MASSPORT PROPERTY

PREPARED BY B.R.A. RESEARCH

BOSTON DEVELOPMENT SUMMARY
EAST BOSTON

ALL CONSTRUCTION
CONSTRUCTION COST (1985 CONSTANT DOLLARS IN THOUSANDS)

YEAR	OFFICE	RETAIL	MEDICAL	EDUCATIONAL	RECREATION & CULTURAL	YEAR
1975					$3,177	1975
1976			$3,894			1976
1977					$203	1977
1978		$774				1978
1979						1979
1980						1980
1981						1981
1982						1982
1983						1983
1984						1984
1985						1985
1986	$28,000*					1986
TOTALS	$28,000	$774	$3,894		$3380	TOTALS

YEAR	PARKING & TRANSPORTATION RELATED SERVICES	INDUSTRIAL	HOTEL	EXHIBITION	RESIDENTIAL	YEAR
1975			$25,429*		$34,282	1975
1976		$1,549			$26,907	1976
1977						1977
1978					$5,573	1978
1979						1979
1980						1980
1981		$10,703				1981
		$900*				
1982						1982
1983	$46,811*				$2,260	1983
1984	$18,599*	$12,400*			$315	1984
1985		$48,000*			$965	1985
1986	$35,000*				$4,368	1986
TOTALS	$100,410	$73,552	$25,429		$74670	TOTALS

*DEVELOPMENT THAT OCCURRED ON MASSPORT PROPERTY

PREPARED BY B.R.A. RESEARCH

IV. NEIGHBORHOOD PROFILE

A. History of East Boston

Noodle Island was annexed to the City of Boston in 1637 but remained an isolated agricultural area supplying fresh meat and wood to the City for nearly 200 years. Originally Noodle Island, Hog, Apple, Governor's and Bird Islands were separate harbor islands. The East Boston islands were once heavily forested, but the Massachusetts Indians cleared acreage to plant corn and colonists later used the plentiful timber for fuel. Eventually, the colonists created pastures and farmers began to ferry cattle from the mainland to graze.

In 1833, General William Sumner organized the East Boston Company which bought Noodle Island, changed the name to East Boston and leveled, enlarged and merged the islands into a land mass three times their original size. Today Hog Island is Orient Heights and Apple, Bird and Governor's Island are the core of Logan Airport.

The East Boston Company established a ferry service to the downtown area, provided a railroad service to the north and began to develop waterfront industry. The goal of the company was to develop a prosperous trading center and an alluring vacation resort. An orderly grid pattern of streets was laid out, the 80-room Maverick House Hotel was constructed in Maverick Square and fine houses with hilltop views of the harbor were built in the Eagle Hill and Jeffries Point area.

From 1840 to 1865, the needs of international shipping spurred the rapid development of East Boston. The Boston Terminal for England's Cunard Steamship Lines was established in East Boston in 1840 and opened the way for waves of immigrants, as well as increasing trade. The ability to transfer goods directly from ship to railroad was an important asset and East Boston had direct connections to all the manufacturing centers of New England. The population climbed from 1,455 persons in 1840 to 20,572 in 1865, with large suburban homes being developed in the hills and more modest dwellings in the area around Maverick Square. Ten wharves lined the waterfront and there was a sugar refinery, an iron forge, a bakery, a timber company and a manufacturer of small vessels. Along the wharves were lumber yards, mast and spar makers, fish packers, and grindstone and plastic suppliers.

The decline of wooden ship building led to the exodus of skilled craftsmen from East Boston at a time when many Irish immigrants were arriving to take their place. Successive waves of immigrants, primarily Jews and then Italians, pushed the population of East Boston to a peak level of approximately 60,000 (1916-1935). The Jewish population dwindled as families moved to the more desirable areas of Roxbury, Dorchester and Chelsea, but the Italian population grew. Families set down permanent roots, building homes and churches. Today, the Italian community structure in East Boston continues to be the area's predominant cultural influence.

Between 1900 and 1905, the old Boston Elevated built the first underwater subway tunnel in North America and connected East Boston to downtown. Logan Airport was completed in 1923 and the Sumner Tunnel was constructed in 1934 which allowed vehicle access to the airport and the neighborhood. Commuter and airport traffic strained the one harbor crossing, however, prompting the development of airport access roads, the expressway through East Boston and the Callahan Tunnel all between 1949 and 1961. The introduction of jet aircraft during the 1960s added a new dimension to East Boston's problems with regional transportation facilities.

The major physical changes since 1915 in East Boston have been the growth of regional transportation facilities, particularly the tunnels and the McClellan Highway and Logan Airport. From 1940 to 1980 population declined in East Boston as a result of displacement during tunnel construction and neighborhoods faltered due to air pollution, noise and congestion created by a growing airport and by increasing commuter traffic, as well as from the unpleasant appearance of declining industrial property adjacent to residential areas.

The economics of East Boston's early economic base have changed and East Boston is now faced with adapting the physical environment to the needs of a modern residential community.

B. Profile of the Population and Housing of East Boston

East Boston, located north and east of most of the City, had an estimated population of 35,018 in 1985, an apparent reversal of a previous decline from 1970-1980. Its population is somewhat older than that of the City, with a median age of 35.2 years compared to 28.9 years for all of Boston; this is explained by the larger share of residents aged 60 and over (22.7%) than for the City as a whole (17.0%) as well as for the more significant proportion of persons in their 40's and 50's in East Boston (18.0%) than for the City (13.3%).

Recent population increases (from 32,178 in 1980 U.S. Census to an estimated 35,018 in 1985 State Census interpolations) are related to the large proportion of young people under 20 years in the community, a proportion roughly comparable to the City as a whole (25.7% to 26.9 for all of Boston) and a group more sizeable than those over 60. Increases in the number of both white and minority residents also contributed to the population increase of some 2,800 from 1989-1985.

East Boston has an unusually high degree of racial, ethnic, and religious/ cultural homogeneity - its residents being predominantly white, Italian by birth or descent, and Catholic. These characteristics would seem to correlate with certain housing characteristics, including length of residence.

At this time, the high proportion of young people of school age who are enrolled in school (nursery school through high school) is very much higher than for the City as a whole (82.8% East Boston, 57.9% City as a whole). High school completion for adults aged 25 and over (48.4%) is significantly below the City-wide percentage (68.4%), however, as is the proportion of college graduates (4.8% to 20.3% for City).

East Boston's labor force (percentage of residents 16 years and over) was 56.0% in 1980 (City 60.0%) which represented an 11% decrease from 1970 (compared to a 2% drop for the City). For types of employment, the neighborhood had a lower percentage of persons employed in managerial levels (12%) than the City (26%), roughly comparable shares with the City in categories of technical, sales and administrative; service industry; and crafts. Percentage of laborers was significantly higher for East Boston (20%) than for the City as a whole (13%).

Median income in East Boston in 1980 was $14,483 for families (9.8% below the City median of $16,602) and $5,509 for unrelated individuals (6.2% below the City median of $5,877). This seems to be reflected most significantly in the 28% higher proportion of East Boston households receiving Social Security income (27%) than the City (21.1%), as well as the smaller proportion of households with income from earnings (57.4%) in East Boston than in the City in 1980 (65.5%). A slightly higher proportion of households in East Boston (15.5%) were receiving public assistance than for the City as a whole (13.4%).

1980 Census data reflected that East Boston had 14,552 housing units with a very high proportion of that housing built before 1940. The 91.0% of owner occupied units being 47 or more years old contrasted with 75.4% for the City; the 71.9% of occupied rental units of at least that age was a noticeably larger share than for the City as a whole. Even more dramatic is the very small number of units in multi-unit (7 or more apartments) buildings - only 1.4% compared to 7.9% for the City as a whole.

East Boston also has a high proportion of owner-occupied homes (30.1%) exceeding that of the City (27.2%) and remarkable stability among residents, evidenced by the very substantial proportion of owners who had lived in their units for twenty or more years (53.7%) and 30 or more (36.8%), a proportion much higher than for the City as a whole (35.5%) and 19.8% respectively).

These factors may have contributed to the 1980 Census findings that the median value of a single family, owner-occupied unit was $26,129, 27.4% below the City-wide median of $36,000 (the range among East Boston neighborhoods was from $20,900 to $41,600). The same in other housing costs was also true at that time, with mortgage costs, ownership costs, contract rent and gross rent being well below the City median (East Boston median gross rent in 1980 was $208, or $43 and 17.1% less than the City median).

Since the 1980 Census was published, however, the 1979 sales housing prices reflected there have skyrocketed. Some data shows that the median value of a 3-family home in East Boston then was $26,875 but had risen to $77,115 by 1985. Other data show a slightly less dramatic but very strong upward trend over the ten-year period 1975-1984, with the largest jumps, in East Boston and throughout the City, occurring during 1983-84. During that period, mean home values for 1-, 2-, and 3-family homes in East Boston rose 44.6%, 42.6%, and 55.1% respectively, while those for the City during 1983-84 rose 43.2, 59.6%, and 68.6%. East Boston's values remain below the City median. Although it may not yet be clear whether or not one year is an adequate indicator, prices in East Boston appear to be remaining comparatively constant in relation to Boston median prices. As noted previously, the 1980 Census figures reflected a difference between East Boston and City figures, in which the East Boston median was 27.4% below the City median. 1984 data indicates that this difference continues (is slightly higher) for 2- and 3-family homes, with the difference at 28.4 and 28.5% respectively. There was a narrowing of that gap in median value of single family homes, which is now at 23.2%.

One new feature has been introduced in East Boston: the first condominium conversions occurred there in 1981, more than a decade after they first occurred in some Downtown neighborhoods. It is interesting to note that 1981 was the first year in which some condo conversion occurred in every one of the City's fifteen neighborhoods. Through 1985, the total number of units converted to condominiums had reached 190, through 22 conversions (master deeds) on 18 streets. For East Boston, 1985's total of converted units was 82, a substantial share of its cumulative total.

Part of the increase in condominium coversions in 1985, in both the City and East Boston, was attributable to the prospect of the passage of a strong City ordinance further regulating conversion; this went into effect in December 1985. The impact of that ordinance was sufficient to reduce by two-thirds the rate of condominium conversion throughout the City for the first six months of 1986. With its invalidation in July, it is not clear whether the conversion rate may increase rapidly until another ordinance can be put into effect or whether a softening market and the prospect of federal tax changes less favorable to investor-owners may cause rates to remain low.

According to the 1980 Census, East Boston had 14,552 housing units, or 6.0% of the City's total. The percentage of converted units through 1985 was 1.3% of its housing stock (190/14,552) whereas the City-wide share of condominium to total units (21,557/241,304) was a much higher 8.9%. Through 1985, East Boston's 190 condo units represented - the third smallest share among fifteen City neighborhoods, and about half the amount (400+ units) and share (2 and 2.1%) for Charlestown and South Boston.

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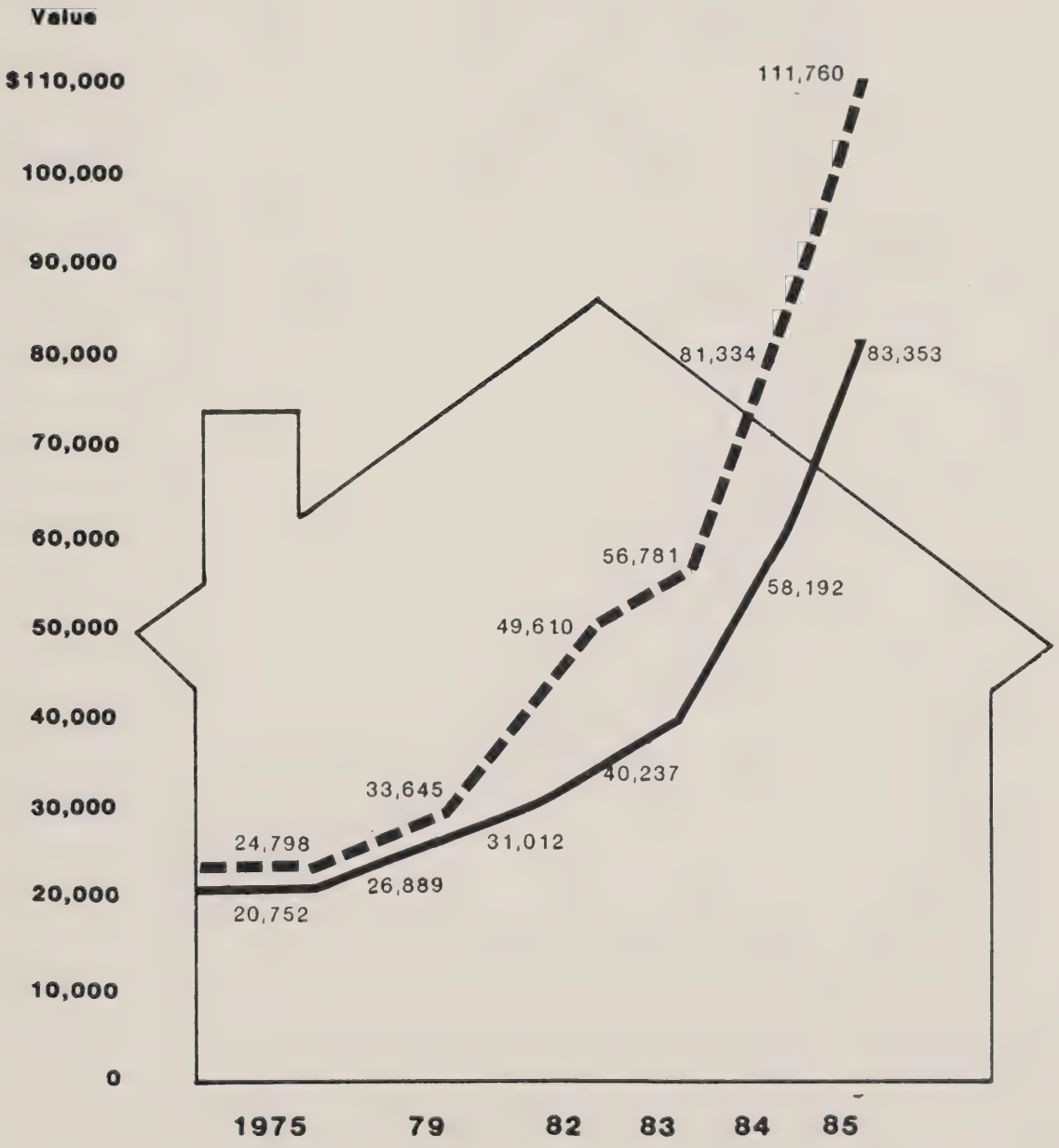
Condo Conversions in East Boston through 1985

1981	8 Units	955 Saratoga Street	4 Units
		271 Sumner Street	4 "
1982	55 Units	70-72 Bennington Street	10 Units
		10-20 Leverett Street	36 "
		11-15 Trenton Street	5 "
		269 Webster Street	4 "
1983	19 Units	35-56 Leyden Street	10 Units
		164 Cottage Street	9 "
1984	26 Units	25-31 Maverick Square	6 Units
		49 Maverick Street	14 "
		23 Princeton Street	2 "
		4 Winthrop Street	4 "
1985	82 Units	87 Addison Street	2 Units
		70 Chelsea Street	4 "
		32 Cottage Street	6 "
		159 Cottage Street	10 "
		225-227-229 Everett Street	9 "
		122-124 London Street	10 "
		404 Meridian Street	9 "
		460-464 Meridian Street	9 "
		1 Prescott Street	18 "
		120 Webster Street	5 "

Total condominium units through 1985, East Boston - 190 units.

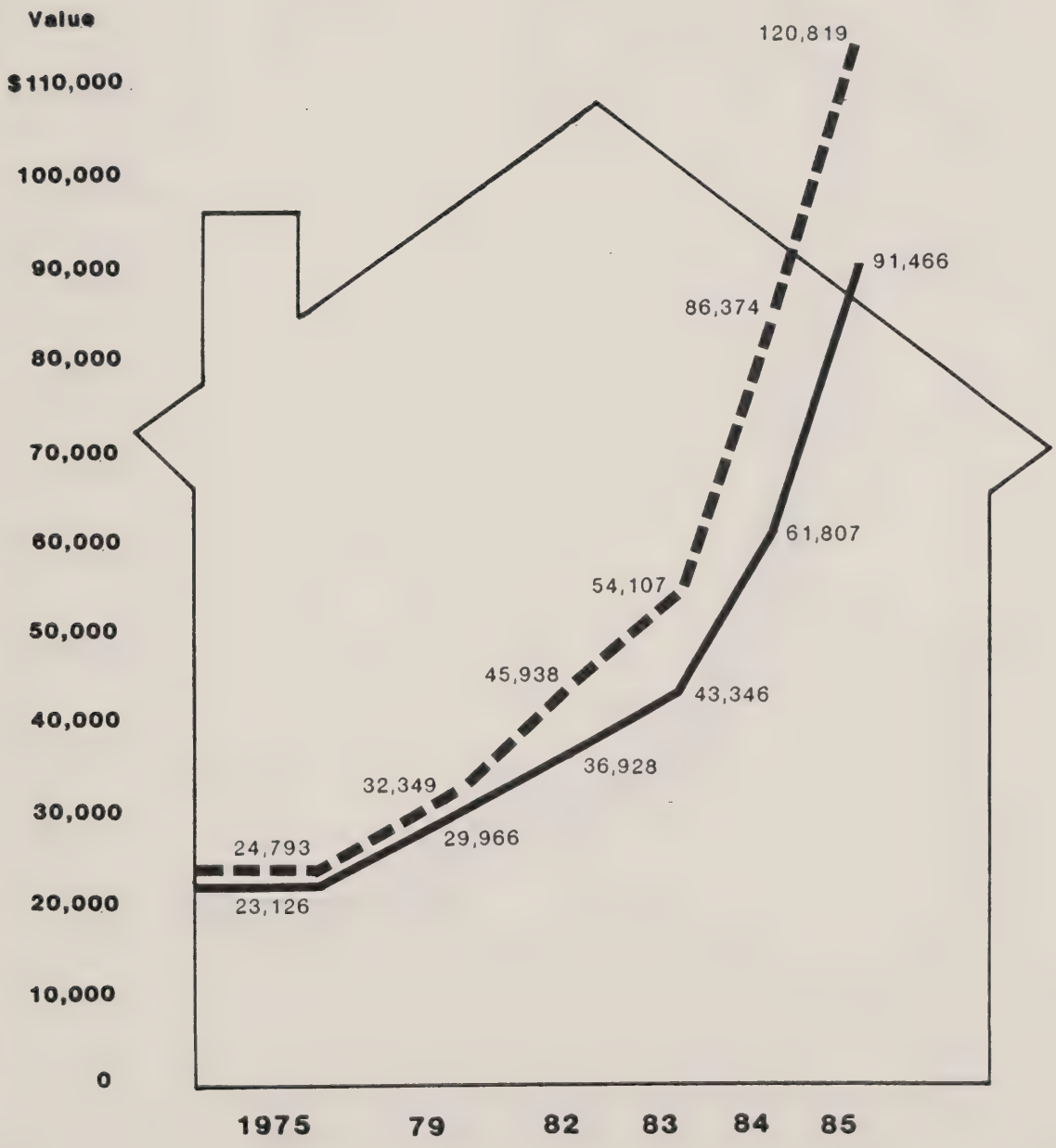
(Based upon master deeds filed through December 1985; taken from data prepared by L. Fitzpatrick/J. Brown, BRA Research Department, for which source as is City of Boston Assessing Department and Suffolk County Registry of Deeds).

CHANGING PROPERTY VALUES FOR SINGLE FAMILY HOMES : EAST BOSTON / CITY 1975-1985



Source: Boston Redevelopment Authority Research Department, 1986.
Estimated mean values in current dollars.

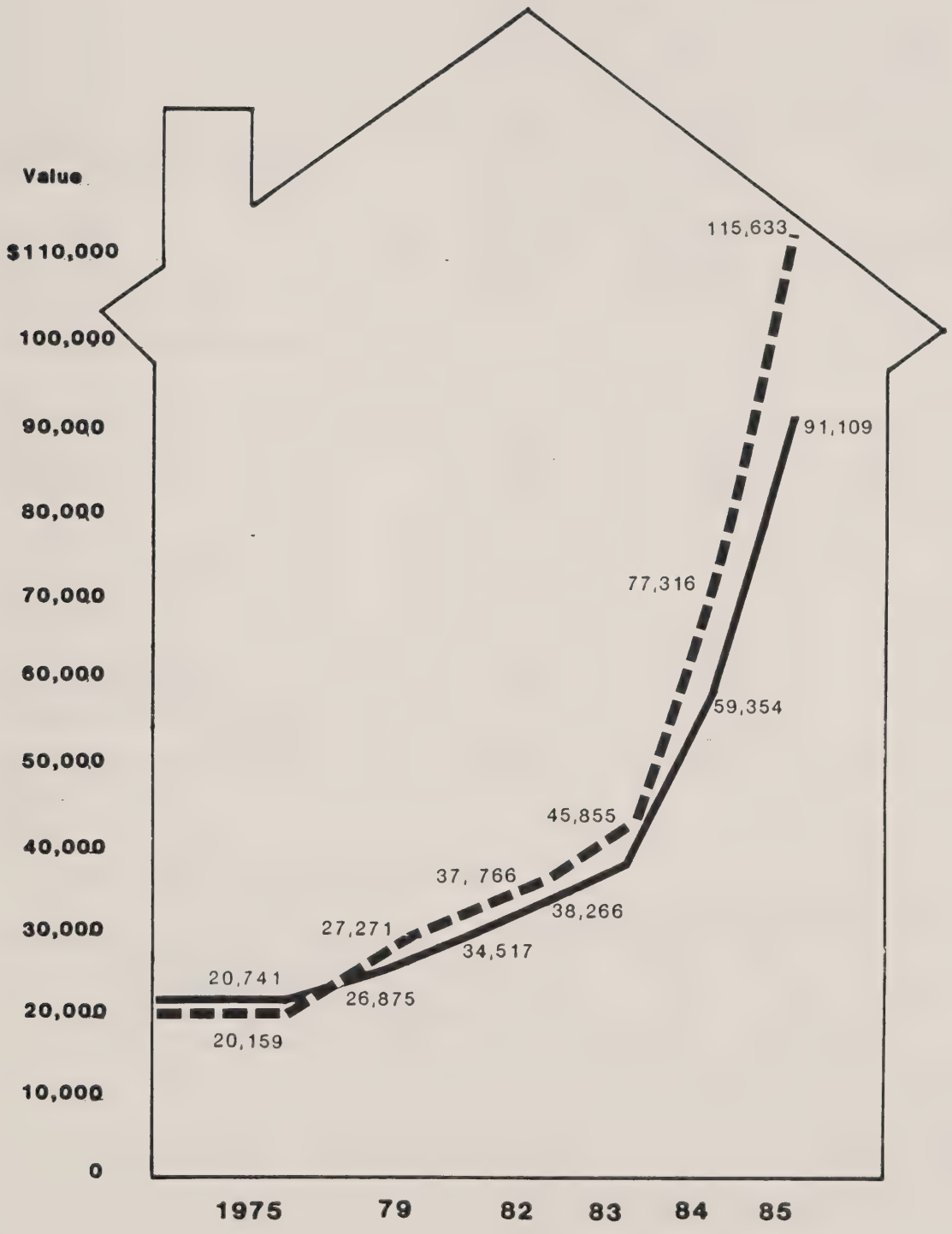
CHANGING PROPERTY VALUES OF 2 FAMILY HOMES: EAST BOSTON / CITY 1975-1985



Source: Boston Redevelopment Authority Research Department, 1986.
Estimated mean values in current dollars.

CHANGING PROPERTY VALUES OF 3 FAMILY HOMES: EAST BOSTON/CITY 1975-1985

(Estimated Mean Values in Current Dollars)



Source: Boston Redevelopment Authority Research Department,1986.
Estimated mean values in current dollars.

East Boston
Some Preliminary 1980-1985 Comparisons
For Population and Housing

	1980	1985	Change Number	Change Percent
Population	32,178	35,018	+2,840	+ 8.8
People in Group Quarters	466	466	--	--
Population in Households	31,712	34,552	+2,840	+ 9.0
Housing	14,552	14,878	+ 326	+ 2.2
Vacancies	(10.8)1,572	(4.2)625	- 947	- 60.2
Occupied Housing	12,980	14,253	+1,273	+ 9.8
Persons Per Household	2.4	2.4	--	--
Race & Ethnicity				
White	31,049	32,218	+1,169	+ 1.7
Black	128	100	- 28	- 22.0
Asian	59	1,750	+1,691	+2,866.0
Hispanic	942	950	+ 8	+ 1.0
Persons In Poverty (Percent)	17	27		
Public Housing	1,069	1,069	--	--
Assisted Housing	1,056	1,056	--	--
Lodging House Roomers		26		
Market Value of 3-Family Homes	$26,875*	$77,115**	+$50,240	+ 187

*1979
**1st half 1985; $94,643 2nd half 1985

Sources: Boston Redevelopment Authority Research Department, 1986
1980 Federal Census
1985 Household Survey
1985 Housing Stock Study
Boston Assessing Dept. & County Comps.

May 9, 1986

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COMPOSITION OF EAST BOSTON HOUSEHOLDS: 1970 and 1980

	1980		1970		1970-1980 Percent Change
	Percent	Number	Percent	Number	
All Occupied Households	100.0	12,944	100.0	12,851	0.7
Family	65.3	8,449	78.8	10,124	- 16.6
Married couple	45.6	5,903	61.1	7,847	- 24.8
with children under 18	20.0	2,590	32.7	4,197	- 38.3
Other family	19.7	2,546	17.7	2,277	11.8
Male householder	3.7	478	3.9	496	- 3.6
with children under 18	0.7	96	0.8	107	- 10.3
Female householder	16.0	2,068	13.9	1,781	16.1
with children under 18	8.8	1,139	6.7	867	31.4
Non-family	34.7	4,495	21.2	2,727	64.8
One Person	32.1	4,149			
Male Householder	12.0	1,553		882	
Female Householder	20.1	2,596		1,845	
65 years or more	13.0	1,682			
Two or More Persons	2.7	346			
Male Householder	1.6	203			
Female Householder	1.1	143			
65 years or more	0.3	34			

SOURCE: U.S. Bureau of the Census, Census of Population and Housing, STF 1, 1980 and First Count, 1970.

NOTE: The 1970 U.S. Census gives information for nonfamily households by sex, but does not separate single persons from two or more person households.

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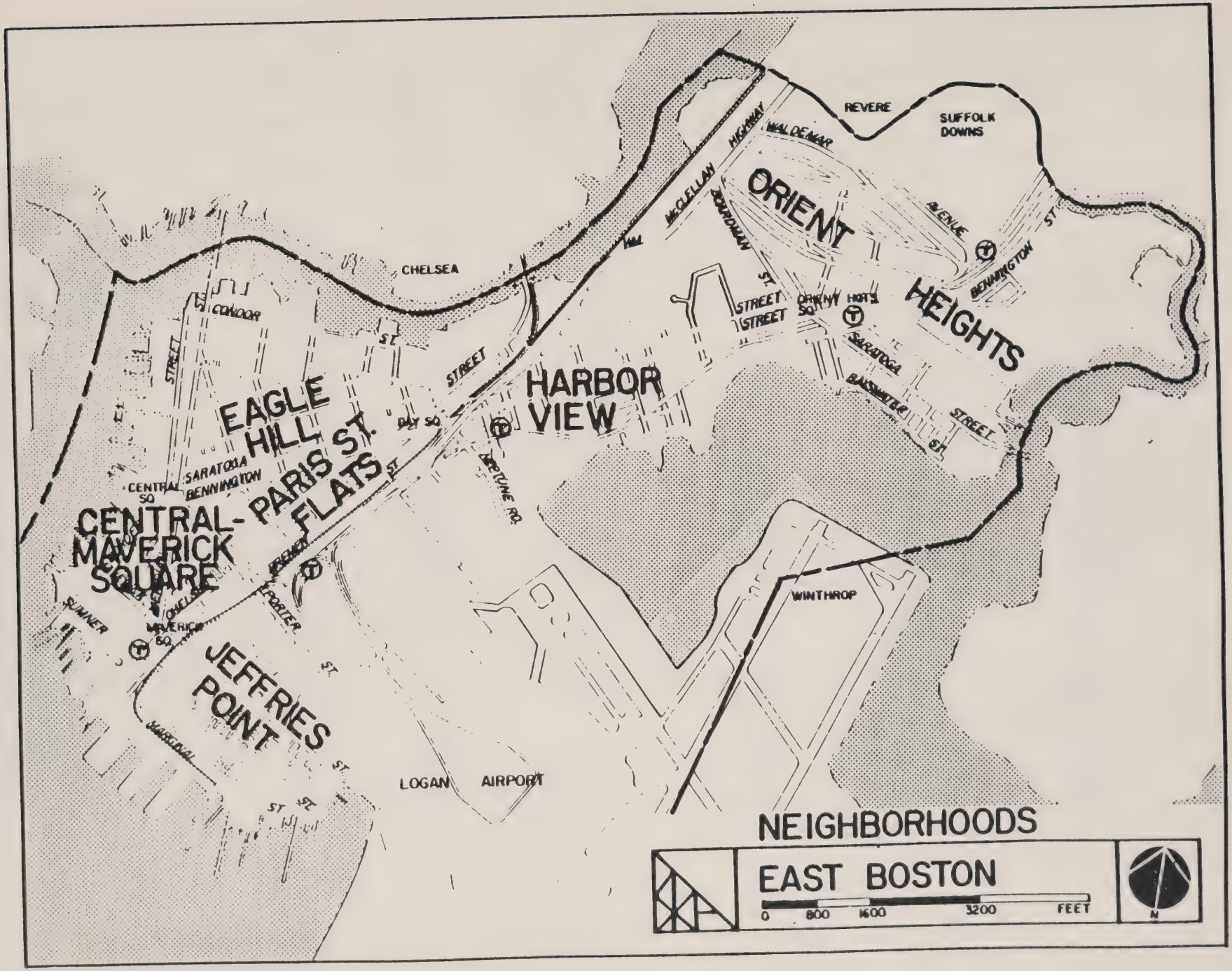
REVERE
SUFFOLK DOWNS
WALDEMAR
McCLELLAN HIGHWAY
ORIENT HEIGHTS
BENNINGTON ST.
SARATOGA
BAYSWATER STREET
ORIENT HTS
CHELSEA
CONDOR ST.
STREET
EAGLE HILL
PARIS ST.
FLATS
HARBOR VIEW
NEPTUNE RD.
CENTRAL SQ
SARATOGA
BENNINGTON
CENTRAL-MAVERICK SQUARE
FRENCH
PORTER
SUMNER
MAVERICK SQ
JEFFRIES POINT
MARGINAL
WINTHROP
LOGAN AIRPORT
NEIGHBORHOODS
EAST BOSTON
0 800 1600 3200 FEET
N

POPULATION DATA BY NEIGHBORHOOD AREAS,
EAST BOSTON AND BOSTON, 1980

	City of Boston	Total East Boston	All Central & Maverick Sqs., Paris St. Flats (23)	Eagle Hill (24)	Harbor View, Orient Hgts. (25)	Jeffries Pt., Airport (26)
Total Persons	562,994	32,178	7,811	9,305	9,755	5,307
Race & Spanish Origin						
White	393,937	31,564	7,580	9,146	9,626	5,212
Black	126,229	128	54	16	51	7
Percent of Total	22.4	.39	0.7	0.2	0.5	0.1
American Indian, Eskimo, Aleut	1,302	51	20	22	5	4
Asian & Pacific Islander	15,150	118	24	38	33	23
Other	26,376	317	133	83	40	61
Spanish Origin	36,068	942	345	321	71	205
Percent of Total	6.4	2.9	4.4	3.4	0.7	3.9
Age						
0-9 Years	59,728	3,380	807	1,152	888	533
10-19	91,510	4,902	1,252	1,469	1,436	745
20-29	144,157	5,725	1,309	1,777	1,652	987
30-34	44,339	2,003	437	618	582	366
35-44	53,039	3,065	714	914	931	506
45-59	74,859	5,800	1,373	1,609	1,849	969
60-74	64,019	5,283	1,406	1,352	1,652	873
75+	31,343	2,020	513	414	765	328
Median Age	28.9	35.2	36.4	32.1	38.4	35.4
School Enrollment						
Persons 3 Years Old & Over Enrolled in School	173,439	7,225	1,635	2,240	2,080	1,270
Percent in						
Nursery School	2.4	2.9	2.7	3.9	2.3	2.2
Kindergarten & Elementary (1-8)	36.8	53.4	56.5	54.6	49.9	53.0
High School (1-4)	18.7	26.5	28.6	24.7	26.7	26.6
College	42.1	17.2	12.2	16.7	21.1	18.2

	City of Boston	Total East Boston	Central & Maverick Sqs., Paris St., Flats (23)	Eagle Hill (24)	All Harbor View, Orient Heights (25)	Jeffries Pt., Airport (26)
Persons 25 Years & Older						
Percent High School Graduates	68.4	48.4	39.2	49.1	57.3	43.3
Percent College Graduates	20.3	4.8	3.0	3.6	7.1	5.0
Number of Households	218,457	12,955	3,406	3,652	3,674	2,223
Number of Families	117,832	8,569	2,018	2,416	2,697	1,438
Families as a Percent of All Households	53.9	66.1	59.2	66.2	73.4	64.7
Female Householder, No Husband Present	35,018	1,973	465	627	553	328
Persons in Households						
1 person	80,306	4,152	1,286	1,161	932	773
2 persons	63,041	3,894	984	1,052	1,221	637
3 persons	30,334	2,055	503	548	659	345
4 persons	20,394	1,542	327	473	477	265
5+ persons	24,382	1,312	306	418	385	203
Persons 5 Years & Over	532,569	30,598	7,247	8,732	9,394	5,225
Percent Living in Same House in 1975 and 1980	52.9	68.1	65.7	61.8	72.7	73.8

Source: Boston Redevelopment Authority, Research Department, Boston Population and Housing by Neighborhood Areas, 1980; Demographic Information from the U.S. Bureau of the Census.

Table

HOUSING DATA BY NEIGHBORHOOD AREAS,
EAST BOSTON AND BOSTON, 1980

	City of Boston	Total East Boston	All Central & Maverick Sqs., Paris St. Flats (23)	Eagle Hill (24)	Harbor View, Orient Hgts. (25)	Jeffries Pt., Airport (26)
Year-Round Housing Units	241,304	14,552	3,921	4,076	3,993	2,562
Owner-Occupied Housing Units	59,504	3,901	793	1,128	1,327	653
Percent of Occupied Units	27.2	30.1	23.3	30.9	36.1	29.4
Owner-Occupied Units						
White	48,702	3,877	790	1,118	1,319	650
Black	8,845	1	1	0	0	0
Asian	879	7	1	3	3	0
Hispanic	1,351	45	13	20	4	8
Renter-Occupied Housing Units	158,953	9,054	2,613	2,524	2,347	1,570
Percent of Occupied Total	72.8	69.9	76.7	69.1	63.9	70.6
Renter-Occupied Units						
White	112,952	8,882	2,550	2,479	2,316	1,537
Black	35,023	25	13	0	12	0
Asian	3,858	36	8	11	6	11
Hispanic	9,427	265	106	75	16	68
Median Value of Single-Family, Owner-Occupied Housing Units	$36,000	$26,129	$22,600	$26,900	$41,600	$20,900
Median Monthly Owner Costs						
With a Mortgage	$407	$368	$619	$331	$422	$318
Without a Mortgage	$251	$218	$182	$209	$250+	$176
Median Gross Rent	$251	$208	$180	$208	$244	$202
Median Contract Rent	$191	$132	$114	$136	$159	$119

	City of Boston	Total East Bosto	All Central & Maverick Sqs., Paris St. Flats (23)	Eagle Hill (24)	Harbor View, Orient Hgts. (25)	Jeffries Pt., Airport (26)
Year Householder Moved Into Unit						
Owner-Occupied						
1970-1980	24,747	917	184	305	283	145
1960-1969	13,568	889	165	347	306	71
1950-1959	9,369	659	123	129	334	73
1949 or Earlier	11,805	1,436	399	317	444	276
Renter-Occupied						
1975-1980	104,929	4,783	1,354	1,555	1,110	764
1970-1974	24,734	1,489	414	325	423	327
1960-1969	17,714	1,287	316	334	444	193
1959 or Earlier	11,591	1,495	441	351	327	376
Vacant Housing Units	22,847	1,597	515	424	319	339
For Sale Only	1,092	21	10	7	0	4
For Rent	12,828	827	345	286	67	129
Other Vacants	8,927	749	160	131	252	206
Boarded Up	5,030	288	59	25	192	12

Source: Boston Redevelopment Authority, Research Department, Boston Population and Housing by Neighborhood Areas, 1980; Demographic Information from the U.S. Bureau of the Census

Table

STRUCTURAL DATA FOR HOUSING BY NEIGHBORHOOD AREAS,
EAST BOSTON AND BOSTON, 1980

	City of Boston	Total East Boston	Central & Maverick Sqs., Paris St. Flats (23)	Eagle Hill (24)	Harbor View, Orient Hgts. (25)	Jeffries Pt., Airport (26)
Year Structure Built						
# Owner-Occupied Units	59,489	3,901	871	1,098	1,367	565
1970-1980	590	13	0	0	7	6
1960-1969	4,214	35	0	5	30	0
1950-1959	5,311	126	17	6	103	0
1940-1949	4,548	176	44	29	87	16
1939 or Earlier	44,826	3,551	810	1,058	1,140	543
# Renter-Occupied Units	158,968	9,054	2,525	2,565	2,304	1,660
1970-1980	15,684	939	311	428	78	122
1960-1969	16,393	503	20	44	430	9
1950-1959	14,013	269	59	27	161	22
1940-1949	19,716	836	452	130	186	68
1939 or Earlier	93,162	6,507	1,683	1,936	1,449	1,439
Stories in Structure						
1 to 3	171,023	13,316	3,654	3,678	3,884	2,100
4 to 6	51,201	1,043	245	236	111	451
7 or More	19,119	200	8	183	0	9
Units in Structure						
# Owner-Occupied	59,489	3,901	871	1,098	1,367	565
1	29,887	1,077	151	274	507	145
2	13,447	957	140	287	433	97
3 & 4	11,245	1,780	576	519	406	279
5 or More	4,803	87	4	18	21	44
# Renter-Occupied	158,968	9,054	2,525	2,565	2,304	1,660
1	4,707	424	54	40	280	50
2	20,083	1,561	315	444	674	128
3 & 4	46,031	4,912	1,474	1,486	992	960
5 or More	86,020	2,157	682	595	358	522

	City of Boston	Total East Boston	Central & Maverick Sqs., Paris St. Flats (23)	Eagle Hill (24)	Harbor View, Orient Hgts. (25)	Jeffries Pt., Airport (26)
# Units without Full Plumbing	6,656	469	140	90	69	170
% of Total Units	2.75	3.2	3.6	2.2	1.7	6.6
# Owner-Occupied	952	119	27	27	32	33
# Renter-Occupied	4,407	256	76	58	34	88
# Vacant	1,297	94	37	5	3	49
Rooms per Unit						
1	12,206	149	76	20	28	25
2	20,611	511	163	182	59	107
3	42,865	2,029	681	619	312	417
4	51,271	3,874	1,214	1,037	794	829
5 or More	114,351	7,989	1,787	2,218	2,800	1,184

Source: Boston Redevelopment Authority, Research Department, Boston Population and Housing by Neighborhood Areas, 1980; Demographic Informati from the U. S. Bureau of the Census. September 1983.

INCOME DATA BY NEIGHBORHOOD AREAS,
EAST BOSTON AND BOSTON, 1980

	City of Boston	Total East Boston	Central & Maverick Sqs., Paris St. Flats (23)	Eagle Hill (24)	Harbor View, Orient Hgts. (25)	Jeffries Pt., Airport (26)
1979 Median Income of Families	$16,062	$14,483	$13,019	$12,680	$17,545	$14,673
1979 Median Income of Unrelated Individuals	$5,877	$5,509	$4,775	$4,909	$7,457	$5,851
Household Income Type in 1979						
# with Earnings	164,920	8,907	2,012	2,456	2,787	1,652
# with Social Security	53,113	4,197	1,133	1,077	1,247	740
# with Public Assistance	33,793	2,402	749	703	515	435
Poverty Status in 1979						
All Income Levels						
Families	117,832	8,569	2,018	2,416	2,697	1,438
With Children 18 Yrs. or Less	59,561	3,924	935	1,216	1,140	633
Female Householder	35,018	1,973	465	627	553	328
With Children 18 Yrs. or Less	22,380	1,115	308	406	257	144
Householder 65 Yrs. or More	20,066	1,789	464	411	609	305
1979 Income below Poverty Level						
Families	19,680	1,291	371	461	300	159
% below Poverty Level	16.7	15.1	18.4	19.1	11.1	11.1
With Children 18 Yrs. or Less	15,975	945	276	366	200	103
Female Householder	12,985	715	192	289	147	87
With Children 18 Yrs. or Less	11,806	628	192	251	126	59
Householder 65 Yrs. or More	1,476	160	50	30	41	39
Unrelated Individuals	37,725	1,147	349	385	159	254
% below Poverty Level	26.5	23.1	25.8	25.4	14.3	26.2
Percent of Persons below Poverty Level	20.2	16.7	19.8	20.8	11.6	14.1

Source: Boston Redevelopment Authority, Research Department, Boston Population and Housing by Neighborhood Areas, 1980; Demographic Information from the U.S. Bureau of the Census.

C. Business Patterns and Employment

Transportation accounted for more than one-half of all private sector jobs in East Boston in 1981. Most of the 12,000 jobs in the transportation sector were located at Logan International Airport. Delta Airlines, Eastern Airlines, Trans World Airlines, and U.S. Air were the largest employers. This part of the job base looks secure as the airport handles increasing numbers of passengers and a steady stream of cargo.

Light manufacturing added another 2,800 jobs in 1981, mainly in transportation equipment (830), apparel (700), silverware (670) and textile mill products (360). Through 1983, according to data from the Economic Development and Industrial Corporation of Boston (EDIC), apparel manufacturing had expanded to employ 1,245 workers and silverware manufacturing had increased to 800 jobs. However, that growth and other expansions of existing business establishments were nearly offset by contraction in East Boston. Transportation equipment dropped to 200 jobs (in shipbuilding and repair) and textile mill products fell to zero as three producers moved or went out of business. Like Charlestown, East Boston has less than 200 jobs in finance/ insurance/real estate or less than 1 percent of the neighborhood's private employment base. The construction and wholesale trade sectors (less an 4 percent of the total, combined) are also tiny compared to the city as a whole.

Most likely, large portions of the retail trade (2,800 employees) and services (4,000 employees) sectors are related to activity at Logan Airport. By observation, several hotels, eating and drinking places and business services are located in or near the airport terminals. The other chief retail center is Central/Maverick Square, which was designated as a Commercial Area Revitalization District in February 1982. According to Polk Directory Surveys, the number of key stores in the district has remained steady over the last twenty years. The Polk Directory counted ten key stores in 1981, eight stores in 1973, nine in 1965. Notable growth occurred from 1955 (five key stores) to 1965.

Water transportation accounts for less than 200 jobs and there is no significant fishing activity in East Boston. However, some of the employment in transportation equipment is related to ship building and repair.

BOSTON NEIGHBORHOOD BUSINESS PATTERNS
NUMBER OF ESTABLISHMENTS AND NUMBER OF EMPLOYEES
BY TYPE OF BUSINESS, 1981

EAST BOSTON(02128)

SIC	TYPE OF BUSINESS	ESTABLISHMENTS	EMPLOYEES
	AGRI.& MINING	2	9
	CONSTRUCTION	31	344
15	GENERAL CONTRACTORS	6	47
16	HEAVY CONSTRUCTION	0	0
17	SPECIAL TRADE CONTRACTORS	24	297
	MANUFACTURING	48	2,701
20	FOOD & KINDRED PRODUCTS	7	30
21	TOBACCO MANUFACTURES	0	0
22	TEXTILE MILL PRODUCTS	2	364
23	APPAREL & OTHER TEXTILE	10	705
24	LUMBER & WOOD	1	2
25	FURNITURE & FIXTURES	1	14
26	PAPER & ALLIED PRODUCTS	0	0
27	PRINTING & PUBLISHING	5	33
28	CHEMICALS	0	0
29	PETROLEUM & COAL PRODUCTS	1	34
30	RUBBER & PLASTICS	1	34
31	LEATHER	0	0
32	STONE,CLAY & GLASS	0	0
33	PRIMARY METALS	0	0
34	FABRICATED METAL	10	235
35	MACHINERY EX. ELECTRICAL	4	21
36	ELECTRIC & ELECTRONIC EQUIPMENT	2	48
37	TRANSPORTATION EQUIPMENT	3	830
38	INSTRUMENTS	0	0
39	MISCELLANEOUS MANUFACTURING	3	441
	TRANSPORT.& PUBLIC UTILITIES	102	12,053
41	LOCAL TRANSIT	2	17
42	TRUCKING & WAREHOUSING	15	335
44	WATER TRANSPORTATION	14	174
45	TRANSPORTATION BY AIR	35	10,945
47	TRANSPORTATION SERVICES	35	569
48	COMMUNICATION	0	0
49	ELECTRIC,GAS & SANITARY SERVICES	1	14

CONTINUED NEXT PAGE

EAST BOSTON(02128)
CONTINUED

SIC	TYPE OF BUSINESS	ESTABLISHMENTS	EMPLOYEES
	WHOLESALE TRADE	26	436
50	WHOLESALE TRADE-DURABLE	14	275
51	WHOLESALE TRADE-NONDURABLE	11	162
	RETAIL TRADE	134	2,766
52	BUILDING MATERIALS & GARDEN	7	25
53	GENERAL MERCHANDISE STORES	3	38
54	FOOD STORES	25	371
55	AUTOMOTIVE DEALERS & SERVICE	10	121
56	APPAREL & ACCESSORY STORES	9	138
57	FURNITURE & HOME FURNISHINGS	8	46
58	EATING & DRINKING PLACES	40	1,707
59	MISCELLANEOUS RETAIL	31	320
	FINANCE-INSURANCE-REAL ESTATE	22	186
60	BANKING	9	106
61	CREDIT AGENCIES	1	34
62	SECURITY,COMMODITY BROKERS	0	0
63	INSURANCE CARRIERS	0	0
64	INSURANCE AGENTS,BROKERS	6	26
65	REAL ESTATE	5	16
66	COMBINED REAL ESTATE-INSURANCE	1	2
67	HOLDING & OTHER INVESTMENT	1	2
	SERVICES	120	4,020
70	HOTELS & OTHER LODGING	3	550
72	PERSONAL SERVICES	18	96
73	BUSINESS SERVICES	19	1,189
75	AUTO REPAIR	20	520
76	MISCELLANEOUS REPAIR	5	33
78	MOTION PICTURES	0	0
79	AMUSEMENT & RECREATION	5	663
80	HEALTH SERVICES	17	609
81	LEGAL SERVICES	4	9
82	EDUCATIONAL SERVICES	5	86
83	SOCIAL SERVICES	10	177
84	MUSEUMS	0	0
86	MEMBERSHIP ORGANIZATIONS	13	70
89	MISCELLANEOUS SERVICES	4	18
	NONCLASSIFIABLE ESTABLISHMENTS	11	39
	TOTAL	495	22,645
	PERCENT OF BOSTON	3.2	5.2

SOURCE: U.S. BUREAU OF THE CENSUS, COUNTY BUSINESS PATTERNS, 1981.

Location of Place of Work of Employed, 1980

	Own Neighborhood	Downtown Boston	Elsewhere In Boston	In Metro Area	Outside Metro Area	Total
East Boston	23%	28%	23%	21%	5%	100%
Charlestown	27	23	34	16	-	100%
South Boston	25	19	46	10	-	100%
Central	45	(45)	30	18	7	100%
Back Bay/Beacon Hill and Fenway/Kenmore	28	29	21	19	3	100%
South End	15	15	46	20	3	100%
Allston/Brighton	21	13	27	32	7	100%
Jamaica Plain/Parker Hill	18	23	20	35	4	100%
Roxbury	20	12	53	15	-	100%
No. Dorchester	-	12	64	22	2	100%
So. Dorchester	25	24	34	16	2	100%
Mattapan	7	20	42	32	-	100%
Roslindale	12	27	31	28	2	100%
West Roxbury	15	22	30	32	1	100%
Hyde Park	12	23	35	30	-	100%
Boston Total	19%	20%	34%	24%	3%	100%

Column figures may not total 100 due to rounding.

Based on 1167 observations (weighted).

Source: Boston Redevelopment Authority Household Survey, *conducted by* Center for Survey Research, 1980.

V. ZONING AND OTHER TOOLS TO SHAPE NEIGHBORHOOD GROWTH

The following sections describe zoning amendments and other mechanisms to control growth and development in East Boston. Linkage is included in the current Boston Zoning Code. The other amendments, Inclusionary Zoning, Waterfront Zoning, and Open Space, are all being drafted as of this writing.

CLUIS -- the Central Land Use Information System, is not a zoning amendment, but a tool to summarize and analyze available information on East Boston land uses.

A. Interim Planning Permit Process

As previously discussed, the East Boston Interim Planning Overlay District when adopted will be the major vehicle to be used to re-zone East Boston. The IPOD will do two things: it will establish guidelines for conducting comprehensive planning of the neighborhood which will provide the basis for revised zoning. The IPOD also establishes the controls for reviewing development proposals during this time.

The IPOD is not designed to stop development. Rather, it creates the opportunity to evaluate new development while neighborhood planning and preparation of new zoning are underway. East Boston will be protected from further incompatible developments without the imposition of a building moratorium. The mechanism to evaluate projects that are proposed during the period the IPOD is in effect is the Interim Planning Permit (IPP). Interim Planning Permits will be granted by the City of Boston Board of Appeal, based on the East Boston IPOD regulations.

This is the key to controlling new development or expansion of existing uses during the East Boston IPOD period. A summary of the process follows: Applicants for a building permit, change-in use permit, or change-in-occupancy permit will file the appropriate applications with the City Inspectional Services Department (ISD). This is the standard procedure city residents now follow.

Based on the East Boston IPOD Zoning Regulations (to be drafted by the BRA and East Boston PZAC), the Inspectional Services Department will determine if an Interim Planning Permit is required. If it is determined that an IPP is required, the applicant does the following.

1. A separate application for an Interim Planning Permit is filed in quadruplicate with the Inspectional Services Department. One copy is kept with ISD, and the other copies transmitted within seven days to: the Board of Appeal, the Boston Redevelopment Authority, and the Zoning Commission.

2. The Boston Redevelopment Authority, as the city's planning agency, has 90 days in which to study the application and make a recommendation to the Board of Appeal. The Board of Appeal cannot act until the 90 day period has expired.

3. The BRA staff will present the Interim Planning Permit application to the East Boston Project Advisory Committee and other interested parties for their review and comments.

4. After consultation with the Advisory Committee, BRA staff makes a recommendation on the Permit application to the Boston Redevelopment Authority Board. The Board then votes on the application, and files a report with the Board of Appeal containing recommendations, and materials, maps, or plans to aid the Board of Appeal in judging the application. The BRA Board bases its decision upon whether or not the proposed action is consistent with the planning goals for the East Boston IPOD, the comprehensive planning process, and the contemplated land uses.

5. The Board of Appeal holds a public hearing on the permit application. The Board of Appeal is the city agency responsible for granting relief from the Boston Zoning Code. This includes granting variances, conditional use permits, changes in occupancy, and other exceptions to the Code.

The Board of Appeal votes, usually the same day as the hearing, on the Permit application. The Board must find that the proposed action is consistent with the land use objectives of the Interim Planning Overlay District, and that the proposed changes will not adversely affect the comprehensive planning process.

The granting of an Interim Planning Permit does not take the place of any other permits that may be required.

B. Inclusionary Zoning

This (proposed) amendment to the Zoning Code is designed to help alleviate the critical shortage of affordable housing for persons of low and moderate income. The purpose of this Zoning Article is to provide the public requirement of affordable housing for low and moderate income level residents. This is achieved through the requirement that developers of residential projects, either rentals or for sale, offer 5% of all units in the development as low income units, and 5% as moderate income units.

This applies for projects or 10 or more units, except in neighborhood rental developments, where the minimum size threshold is 25 units or more. These neighborhood rental developments must be in areas outside of the Harborpark IPOD, Downtown Study Area, or East Boston waterfront boundaries.

These low and moderate income units, called "Inclusionary Units" shall remain available for 10 years in the case of rental units, and 30 years if they are for sale. This is guaranteed by 30 year deed restrictions in the case of for sale units, which restrict the resale price by limiting increases to 5% per year. The Neighborhood Housing Trust shall have the first option to purchase or lease from the project developer any Inclusionary Unit.

C. Waterfront Amendments

Maritime Economy Reserve

The purpose of the Maritime Economy Reserve (MER) is to set aside specific areas of the Boston waterfront to protect and encourage maritime-dependent industrial uses. These uses include port facilities for both goods and passengers, piers and wharves, and maritime industrial use.

The Maritime Economy Reserve is intended to provide protection for waterfront industrial uses from the intense competition for harbor land now being experienced from other uses. The proposed amendment would strengthen the existing Waterfront Industrial Zone (W-2) by allowing only water-dependent industrial uses. Other uses, such as for offices, multi-family housing, restaurants, etc., which are conditional uses in the existing Waterfront Industrial Zone, would be forbidden in the new MER zones.

Waterfront Height Restrictions

The purpose of this proposed amendment is to provide visual access to the waterfront and provide adequate light and air near the water's edge. Along the Boston waterfront, new building within 100 feet of the water's edge could not exceed 55' in height.

Waterfront Access Zone

The purpose of establishing this zone is to preserve Boston Harbor as a valuable natural resource and public amenity, to maintain public rights to recreational and commercial activity in the harbor and to provide physical and visual public access to and along the water's edge.

Along the length of the East Boston, Charlestown, Inner Harbor, South Boston, and Dorchester waterfront, no structure other than one used for maritime-dependent industrial purpose could be erected within 35 feet of the water's edge. In the case of piers, where the Boston Redevelopment Authority finds that compliance with this requirement is impractical, the requirement shall apply only to the piers' end. Alternative methods for access to the end of the pier and around the perimeter would be determined by the BRA.

D. Open Space Amendments

There are two zoning amendments under discussion at this time which deal with preserving open spaces in the City of Boston. These are:

Public Open Space

New zoning is being considered which would clearly identify open space areas on maps, and protect existing city-owned open space from private development. The goals of this zoning amendment would be to preserve publicly owned parks, playgrounds, and other significant natural areas for recreational purposes, and provide for the dedication to the public of new lands for open space use, particularly along the Boston waterfront.

Environmental Assessment District

This proposed zoning amendment's purpose is to preserve areas designated as "Urban Wilds", and other environmentally sensitive areas. Development would be allowed, but would have to conform to special environmental standards and lower density requirements. There are 143 designated Urban Wilds sites in the city, including 12 in East Boston. The designated Urban Wilds are deemed worthy of conservation because of particular natural features. In East Boston, Urban Wilds sites include Wood Island Bay Marsh, Belle Isle Marsh, Condor Street Beach, and the Golden Stairs, among others.

At the current time, many of these sites are in private ownership, and despite their environmentally significant aspects, have no added protection against inappropriate development. The zoning amendment, which is still being drafted, would offer protection, and encourage conservation of these areas for the public's benefit.

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E. Linkage

The purpose of linkage is to create a fund which will be used to develop affordable housing and also to provide funds for job training. The money in the housing and job training comes from payments made by developers of new or substantially rehabilitated commercial space of over 100,000 square feet. This applies to commercial space both in the downtown and in the neighborhoods. Currently, the amounts are $5.00 per square foot payable over 7 years for housing, and $1.00 per square foot over 100,00 square feet for job training, payable over 2 years for downtown projects. For neighborhood projects, the housing money, $5.00 per square foot is payable over 12 years, the jobs money, $1.00 per square foot is payable over 2 years.

Linkage funds for housing go into the Neighborhood Housing Trust, which will create affordable housing by new construction and/or rehabilitation. Alternately, developers can choose to construct such housing instead of paying into the Fund. Currently, 20% of housing linkage funds from neighborhood projects are targeted to the impacted neighborhood where the commercial project occurs. Ten per cent of the housing contribution payments will be reserved for downtown neighborhoods impacted by downtown projects.

The jobs funds are also targeted at a level of 20%. These funds may be spent to train workers for jobs created by that commercial renovation or construction. Alternately, the jobs linkage payments generated by the project could be reserved for the impacted area where the project is located.

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F. Transportation Access Plans

This proposed amendment to the Zoning Code will require proponents of major new development to submit Transportation Access Plans for review by the Boston Redevelopment Authority and the Boston Transportation Department. The purpose of this amendment is to facilitate effective management of the unprecedented growth occurring in Boston. The Access Plans requirement shall promote strategies and measures to manage transportation functions, encouraging better use of parking resources and mitigate the impacts of new development on the city's roadways and transit systems. Access Plans will also provide the city with additional data to more effectively address the city's transportation needs.

Preparation of an Access Plan requires a developer to determine the impacts of new development, propose mitigation measures, seek approval of the Access Plan from city officials, then enter into an agreement with the city and implement the plan.

Access Plans are required for commercial development over 100,000 square feet, retail development over 50,000 square feet, and residential development about 100 units. Additionally and most importantly for Boston's neighborhoods, other projects that the BRA and Transportation Department determine will have significant impact upon the community shall also be required to submit an Access Plan.

Access Plans are proposed to have three components. A Traffic Management component should address access, modal splits, carpool/ vanpool matching and other site project related features. A Parking Management component identifies the number and type of parking spaces necessary to efficiently accommodate the needs of the project. Finally, a Construction Management component provides the times and routes of truck movement and deliveries, and transportation and parking accommodations for construction workers. Access Plans must also identify monitoring and enforcement measures. Developers must provide follow-up information to assure compliance with the approved plans.

G. CLUIS

CLUIS -- Central Land Use Information System -- is an innovative proposal that came from negotiations between members of the East Boston Community and Massport and that later involved the BRA and the City of Boston's Management Information System (BMIS). CLUIS calls for the creation of an accessible system that will contain up-to-date information on land use, land use controls, ownership, and other information useful for the replanning of East Boston.

Currently this information exists only in scattered, uncoordinated files, on different computer systems, using different codes to identify buildings and parcels. To find all the information on a single parcel can take days; to identify parcels with a set of similar characteristics is impossible.

The BRA in conjunction with BMIS has prepared a draft proposal to Massport which has agreed to consider funding a portion of this work because of the value it will have in understanding the impact of the Airport and Airport related businesses on East Boston. The staff of the two Authorities are negotiating a final proposal which must then be submitted to the respective Boards for approval.

Because of the complexity of the computer files involved, and because this is a ground breaking effort that has not been tried before in Boston and has not proved successful in many cities that attempted similar programs, a work program of one year has been developed.

Central to that work program is involvement of the East Boston community in the process of deciding what data is to be included and in verifying the information in the files that become part of the system.

CLUIS will also include facilities for transferring data from City files so that the information in the system can be kept as up to date as possible.

Because CLUIS will be accessible to the community as well as the agencies involved, it is expected that it will be put to many uses. The BRA sees it primarily as a tool that will help guide the IPOD planning process which is expected to be underway by the beginning of 1987. Community groups will want to use it to assist in preparing their response to various issues that develop as part of the IPOD planning and permitting processes.

CLUIS itself will not be responsible for analyzing, developing, or evaluating policies or programs, but will be a tool for those efforts such as the IPOD which are required to undertake these tasks.

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VI. ISSUES

The following outline is a summary of some of the issues which have been identified as being critical to the comprehensive planning and rezoning process. It is not intended to be a comprehensive list, but rather a starting point for discussion and framing of issues.

A. Intrusion of Airport-Related Uses

As the world's eleventh busiest airport, Logan Airport passenger service has nearly doubled in the last ten years, and current projections are for a further 120 percent increase over the next 25 years. That would mean that the number of passengers coming in and out of Logan in the year 2020 would be 45 million. That compares to a 1980 figure of 14.7 million.

This rapid and sustained growth of operations at Logan Airport has had significant impacts on land use patterns in the East Boston community. It has become increasingly clear that Logan Airport cannot continue its history of unabated growth without increasingly significant detrimental impacts and even higher socio-economic costs. Those costs to East Boston include ground access problems, traffic congestion, parking shortages, increased air and noise pollution, and continued pressures on land uses and the quality of life in the surrounding community.

A real commitment on behalf of Massport to the implementation of a regional airports strategy or other limits on air traffic growth is an essential element of being able to plan for and establish capacity objectives and controls at Logan.

With the growth at Logan has also come a proliferation of airport-related uses in East Boston, most noticeably in the "park and fly", car rental and air freight forwarding operations. What all three - park and fly, car rental and air freight forwarding operations - have in common is that they are all high generators of traffic in a community which is already highly impacted by traffic problems. In addition, continued development pressure from these airport-related uses has contributed to the substantial increases, which have recently been seen, in East Boston property values.

"Park and Fly"

"Park and Fly" lots per se are now and have been a forbidden use in East Boston since the imposition in 1983 of the Limited Parking Overlay District. Since the adoption of the 1983 zoning amendment, no new park and fly lots have been opened. There presently are, however, ten licenses in East Boston for such operations, not counting those at the airport.

Car Rental Operations

Aside from the park and fly lots, there has continued to be an intrusion of rent-a-car and rent-a-car related operations in East Boston. Rent-a-car operations were not restricted by the 1983 zoning amendment. There are presently nine such operations in

existence in East Boston, again not counting those located at the airport. They, along with the park and fly operations, are clustered in two areas - the Bremen Street corridor and along the McClellen Highway. (see Map ___)

Air Freight Forwarding

Growth at Logan in recent years has been most pronounced in the area of air cargo shipments. Between 1984 and 1985 alone Logan moved up eight places, from 25th to 17th, on the list of airports in the world which handled the most cargo.

There has been an equally dramatic increase in East Boston in the number of air freight forwarding operations. (see Map_____)

The PZAC will need to be concerned with:

- o Identifying measures to control the intrusion of airport-related uses into the community;
- o Identifying suitable areas for the location of some or all of such uses;
- o Balancing the desire to preserve the jobs generated by these uses against the negative impacts of these uses on the habitability of the community;
- o Evaluation of the impacts and implications of substantially restricting these uses in East Boston (would the uses be more likely to relocate onto airport property or the Revere, Chelsea and other adjoining areas? etc.).

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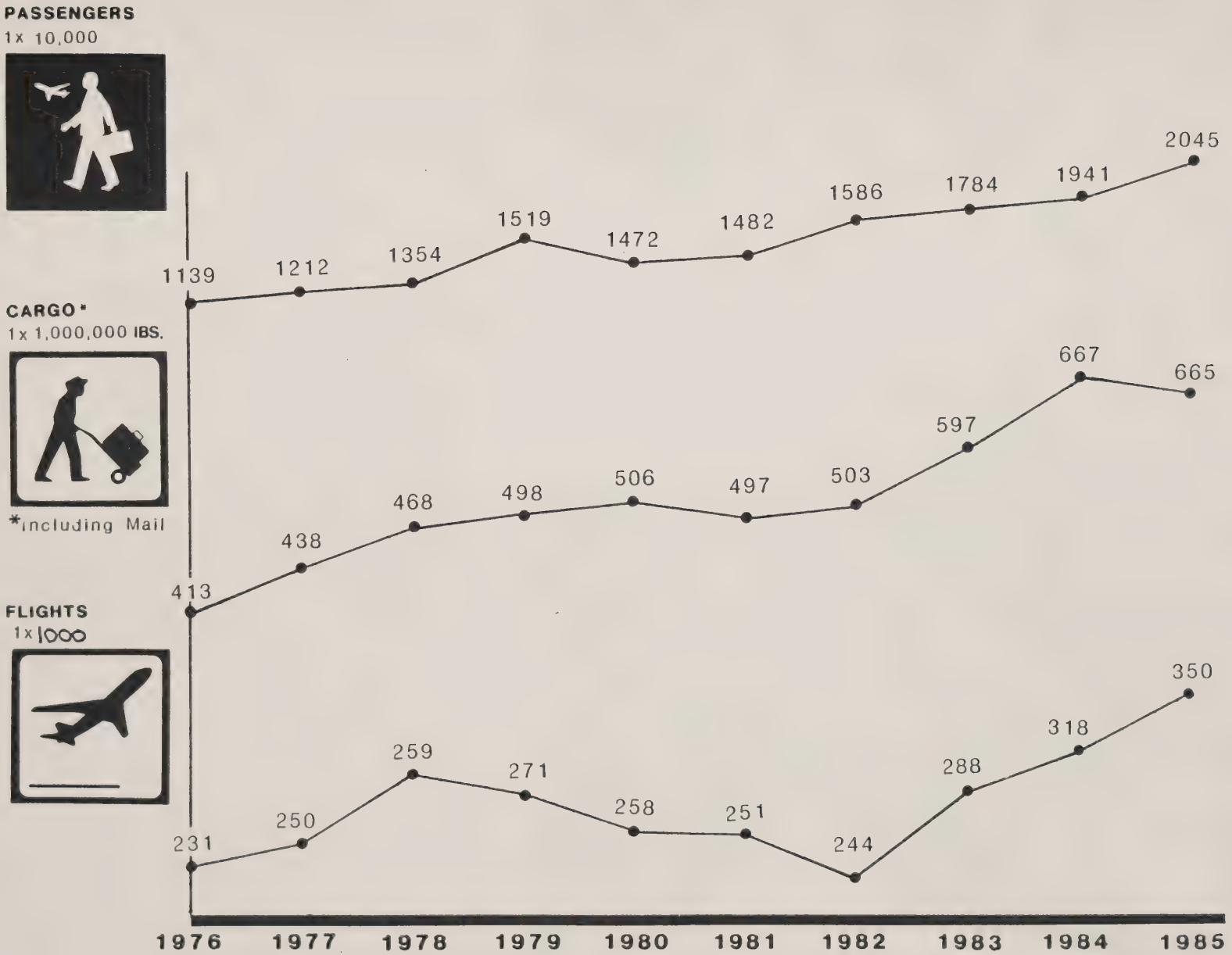
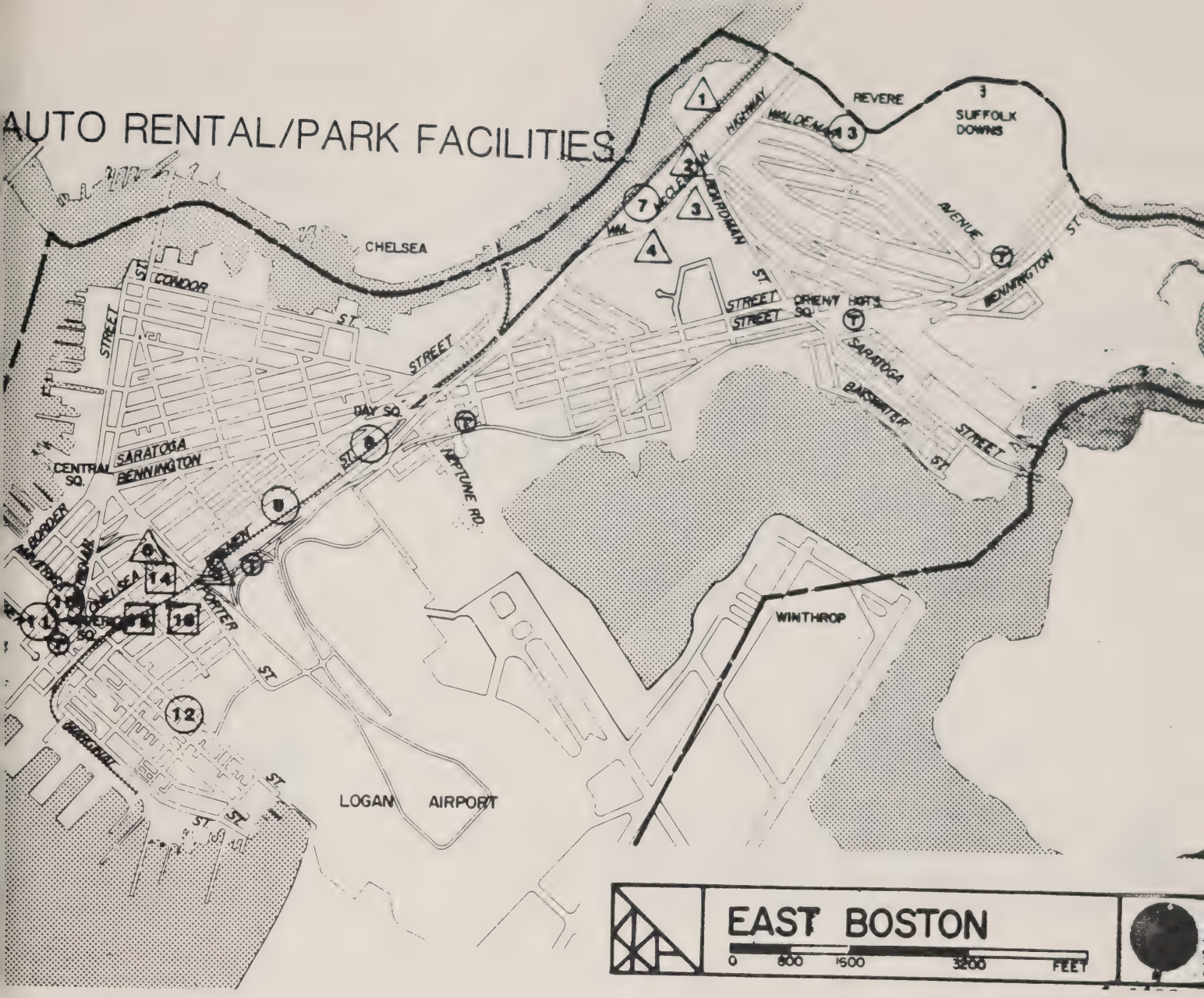
GROWTH AT LOGAN (1976-1985)



AUTO RENTAL/PARK FACILITIES



CAR RENTAL OPERATION

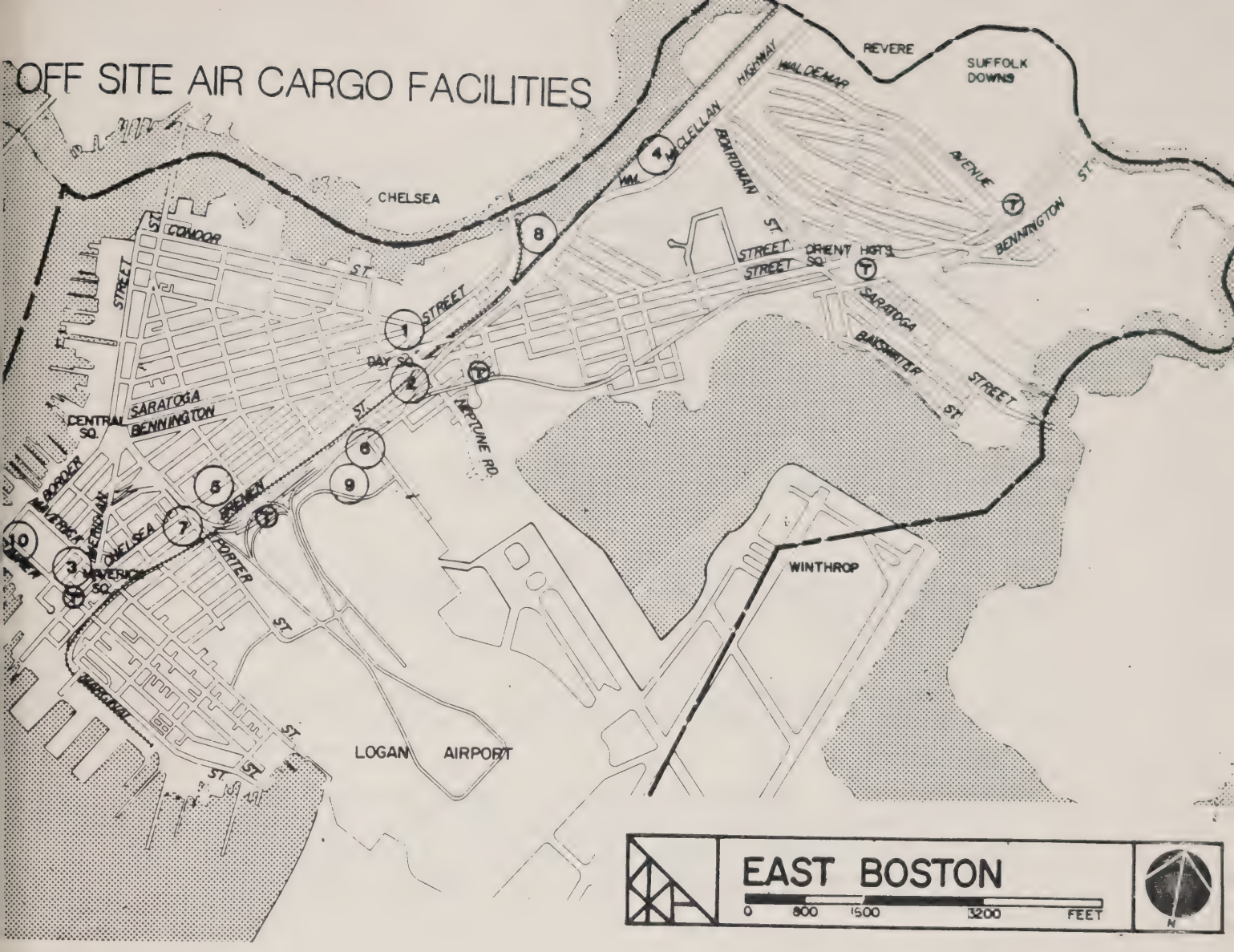
1. Hertz (used car sales)
2. Avis (used car sales)
3. Avis (storage and maintenance)
4. Dollar (used car sales)
5. Snappy/Holiday Payless (Rent-a-Car)
6. Minicost (rent a car)

COMMERCIAL PARKING LOT

7. Park, Shuttle & Fly
8. LaBell's
9. Park 'N Fly
10. Carl's Park & Go
11. Robert Ciampi/Mobil
12. Maverick Street Parking
13. Ogden Suffolk Downs

RENTAL/PARKING OPERATION

14. LaBell's/Thrifty
15. Alamo
16. Ajax/Lease-It Corp.



AIR CARGO

1. Airline Freight Services
   Goff & Page Co.
   Jardine Air Cargo
   Meadows Air Freight
   PKO Ltd.

2. Distribution International Inc.
   Max Gruenbut
   Kamino Air Transport
   Liberty International Inc.
   W. N. Proctor Co. Inc.
   Reardon Export Inc.
   TNT Skypak, Inc.

3. Advance Brokers
   D. E. Reardon & Co.

4. AFSAC
   Air Freight Forwarding Co.
   Amerpole Air Freight
   Associated Air
   Big T & D Trucking Co.
   Burlington Northern Air Freight
   Profit Air Freight

5. Alitalia
   Cargo Trex
   Central Air Freight
   Fritz Air Freight
   Kwikasair Express
   Mark V Systems
   Scolly Air Services
   Yusen Air & Sea
   3-Way Air Freight

6. Air Sea Broker Inc.
   Bos-Air
   CFS International
   Carry Air
   Compass Forwarding
   Concept Air Freight
   A. N. Deringer, Inc.
   Euro American Air
   Federal Express
   Global Freight
   K-Line Air Service
   Missouri Pacific Air
   Pinto Trucking Services
   Randy International
   Seko Air Freight

7. Amerfood

8. Circle Air Freight
   Harper Robinson & Co.

9. WTC Air Freight

10. Pilot Air Freight

B. Creation, Siting and Affordability of Housing

Availability and affordability are paramount on the list of housing concerns in East Boston. The planning and rezoning process will be concerned with increasing the supply of housing, and especially of affordable housing, in East Boston. That process will include the following aspects:

- o Identification and analysis of those sites which may be available for the creation of new housing.

- o Evaluation of the appropriateness of those sites for the development of new housing, including consideration of competing needs for the land.

- o Providing that an appropriate portion of all new housing created be within the economic reach of existing East Boston residents, contain a suitable mix of family units (3 or more bedrooms), handicapped accessible units, etc.

- o Evaluation of density, height, massing, parking and design controls according to the varying needs and concerns of different areas of the community.

- o Evaluation of the impacts and the advisability of the practice of adding additional apartments and other similar conversions of existing buildings. Assess the benefits of providing additional housing units against the "cumulative density" impacts of such conversions.

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C. Traffic and Parking

Traffic and parking problems in East Boston have reached serious proportions. Most of the intersections and squares experience near gridlock daily. Traffic generated by Logan airport, North Shore commuters and East Boston residents compete for access to Sumner and Callahan Tunnels. A large percentage of East Boston neighborhoods are very dense with little or no off street parking available for residents. Parking spaces have become even scarcer as large home owners seek to increase their occupancies to meet the housing demand. Aggravating the problem are the numerous park and fly lots, car rental agencies, and air freight forwarding companies which have become established within the community because of their proximity to Logan airport.

Several controls have been implemented to counter the increase of traffic related problems. In 1983 the Zoning Commission adopted a the Limited Parking District covering all of East Boston. In a Limited Parking District parking garage and parking lots (Use Items Nos. 58 and 59 in Boston's Zoning Code) are forbidden uses. The Parking Freeze instituted in Boston in 1976 also limits public parking at Logan Airport. Similar to other Boston neighborhoods, East Boston has implemented a residential permit parking program in the areas of Orient Heights (near the MBTA station), Jeffries Point and Maverick Square. Also, in an attempt to mitigate growing traffic concerns, Boston's Transportation Department has targeted several study areas where traffic flows and inadequate parking problems have become severe. Those areas proposed for study are: Day, Eagle, Central and Maverick Squares and at the intersection of Bennington, Barnes and Saratoga Streets.

The proposed Third Harbor Tunnel is intended to provide cross-harbor capacity, thus relieving the congested Sumner and Callahan tunnels which reach their capacity or extend beyond capacity for five hours each workday. Diverting the pressure from the existing tunnels should also reduce the impacts to the East Boston community. The close proximity of the tunnel entrances have plagued neighborhood streets with noise, congestion, and fumes as trucks and other traffic seek short cuts through the community.

A recent redesign of the tunnel project has led to improvements, primarily the realignment of the mouth of the tunnel away from the East Boston community and Jefferies Cove. However, there are still major community and city held concerns over this large project. Many believe a third tunnel will encourage the unchecked growth of Logan and airport related businesses within the community. Additionally, there is a concern that the new tunnel will discourage the use and further development of public transportation and will not ease the congestion at the existing tunnels. As the pressure for development increases within the East Boston community, at Logan Airport and in the surrounding region, the daily tie-ups at the tunnels demand that policy makers seek effective measures to reduce the congestion.

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There are a number of traffic, parking and tunnel related issues that the PZAC should address:

- o Identify the parking needs of the community and realistically attempt to meet those demands;
- o Together with Massport seek alternatives to reduce the private auto airport commuter and other airport traffic related issues;
- o Address the community needs and objectives for mitigating the impacts of the Third Harbor Tunnel;
- o Attempt to balance commercial vs. residential parking;
- o Identify alternatives to streetside residential parking;
- o Evaluate traffic flows through East Boston and identify methods for mitigating that flow, especially as it relates to truck traffic.
- o Evaluate the potential strain which new development may place upon traffic;
- o Establish safe pedestrian environments and needed physical improvements.
- o Identify potential water transportation facilities and evaluate their projected impact on local streets and parking problems.

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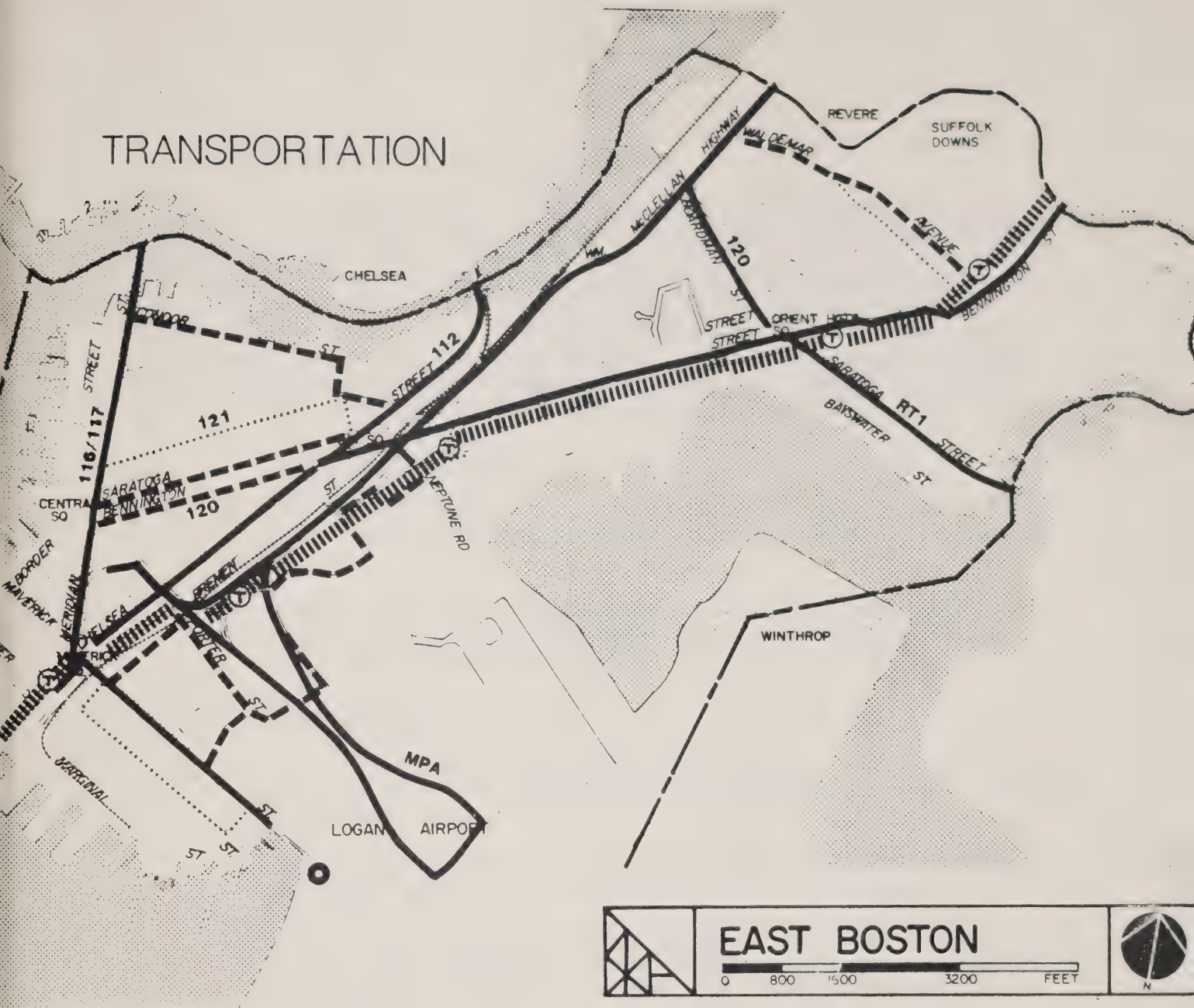
TRANSPORTATION



ARTERIAL STREET

COLLECTOR

MBTA ROUTE

BUS ROUTE 120

COMMUTER FERRY

D. Neighborhood Commercial Revitalization

There are four neighborhood retail areas in the East Boston neighborhood; Central Square, Maverick Square, Day Square and Orient Heights (Breeds Square). Most of these centers are strong and vital elements of the community. Their success and types of uses are closely tied to the health of the general neighborhood. Along with these neighborhood shopping areas, smaller "corner stores" exist within the heart of residential sections. They too serve an important retail function along with being social meeting places. Summarized below is a preliminary framework of issues that need to be addressed in the commercial areas.

1. Commercial Character

- o The mix and balance of commercial uses in some of the centers do not support the needs of the community or the surrounding neighborhood.

- o Store rehabilitation, street lighting, crime and vandalism are equally effecting the character of both the commercial centers and smaller neighborhood stores.

2. Physical Character

- o Many of the commercial centers lack adequate pedestrian amenities and safety features necessary to provide a pleasant shopping experience.

- o Streetscape elements such as street trees, trash receptacles and street lighting are either missing or in disrepair.

- o The lack of design guidelines, keyed to the unique characteristics of each commercial center, results in building facades and signage that fail to reinforce positive neighborhood character.

3. Traffic and Parking

- o In most areas there is inadequate on-street and off-street parking causing problems for the neighborhoods and traffic flow.

- o Inadequate traffic control mechanisms are causing serious pedestrian-auto conflict at certain intersections.

- o In some areas the existing layout of buildings, streets and sidewalks do not facilitate convenient pedestrian and vehicular circulation.

4. Revitalization Strategy

- o Identify necessary capital improvements, design guidelines, and zoning regulations.
- o Identify the necessary visual/physical improvements needed to enhance the local character of the area.
- o Develop mechanisms to protect viable and desirable local businesses, especially smaller "corner stores", from "commercial gentrification".
- o Develop mechanisms to encourage public-private partnerships for capital improvements and maintenance of public spaces.

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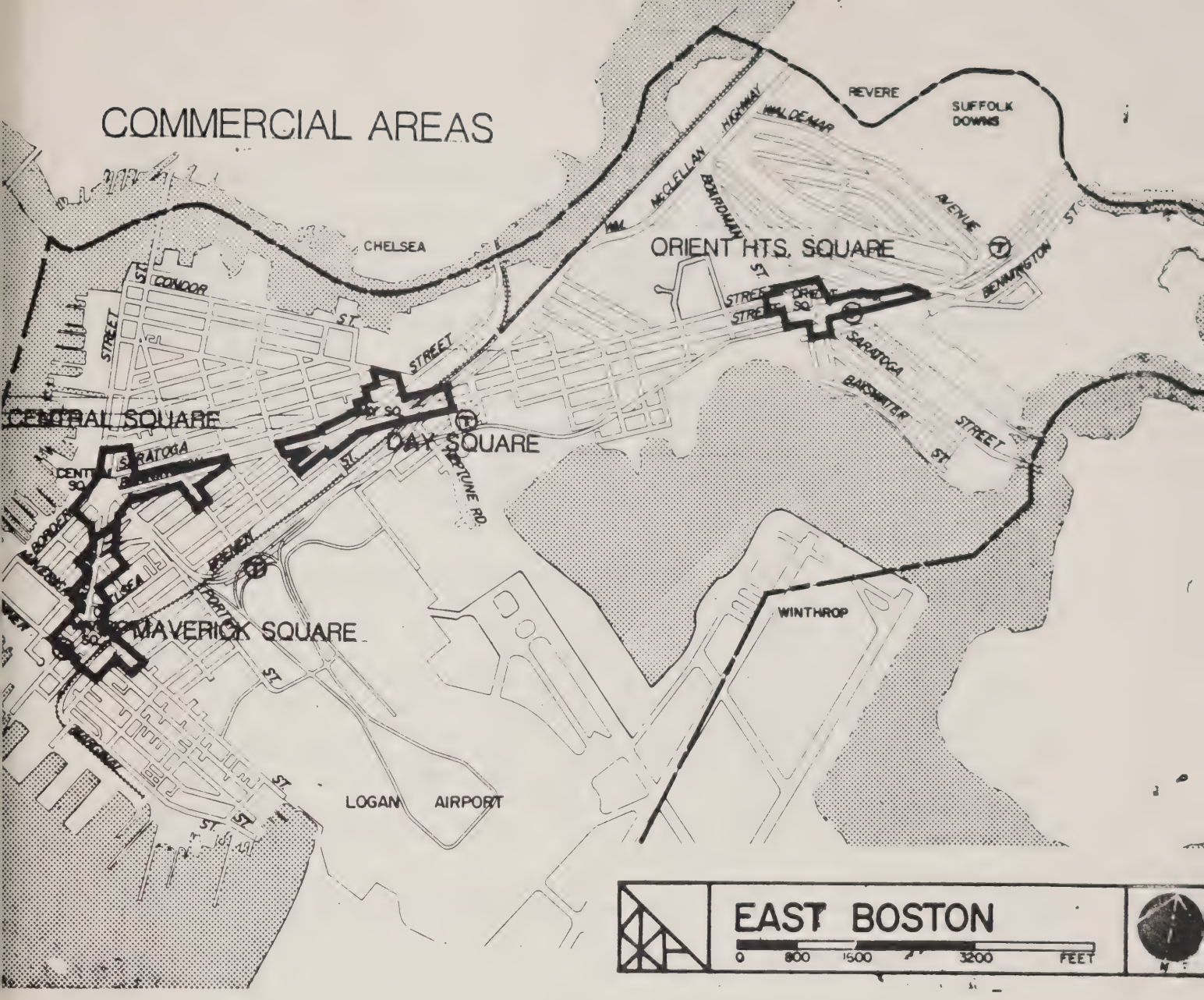

COMMERCIAL AREAS
REVERE
SUFFOLK DOWNS
HIGHWAY
WALDEMAR
McCLELLAN
BOARDMAN
AVENUE
BENNINGTON
CHELSEA
ORIENT HTS. SQUARE
CONDOR
STREET
SARATOGA
BARNEVELT
CENTRAL SQUARE
OAK SQUARE
FORTUNE RD.
MAVERICK SQUARE
WINTHROP
LOGAN AIRPORT
EAST BOSTON
0 800 1500 3200 FEET

E. Industrial Development/Jobs Preservation

Land zoned for industrial or manufacturing use is a large component of the East Boston land use pattern. East Boston, however, has been experiencing a long-term decline in the amount of this land actually being used for industrial or manufacturing purposes, the number of firms engaged in such activities, and the number of jobs generated by those activities.

Employment in manufacturing declined in East Boston from 4,319 jobs in 1967 to 2,143 jobs in 1977. Although between 1977 and 1983 there was an increase to 2,843 jobs, this growth resulted primarily from strong growth in the four largest firms, which combined experienced a 175% growth over their 1977 employment levels. In that same time period, the number of firms declined from 51 in 1977 to 41 in 1983.

Although complete figures are not available, the picture since 1983 has been very volatile, and not encouraging. In 1985 Towle Manufacturing Company increased its employment to over 2,100 from its 1983 level of about 800 employees. In 1986 however, Towle initiated bankruptcy proceedings, and current employment has been reduced to about 200. In addition, P&L Sportswear, which in 1983 accounted for 400 jobs, and Boston Shipyard Corporation, which in 1983 accounted for 200 jobs, both closed their doors late in 1985. On the basis of the foregoing, it would appear that current manufacturing employment is at a new all-time low, somewhere in the 1,600-1,700 job range, representing a dramatic drop-off from 1983 levels.

To balance the need for manufacturing and industrial uses, and the jobs they create, with community concerns, the following steps are important:

1. Identify industrial activities and their surrounding uses.

2. Assess what steps can be taken to preserve the existing industrial base where appropriate.

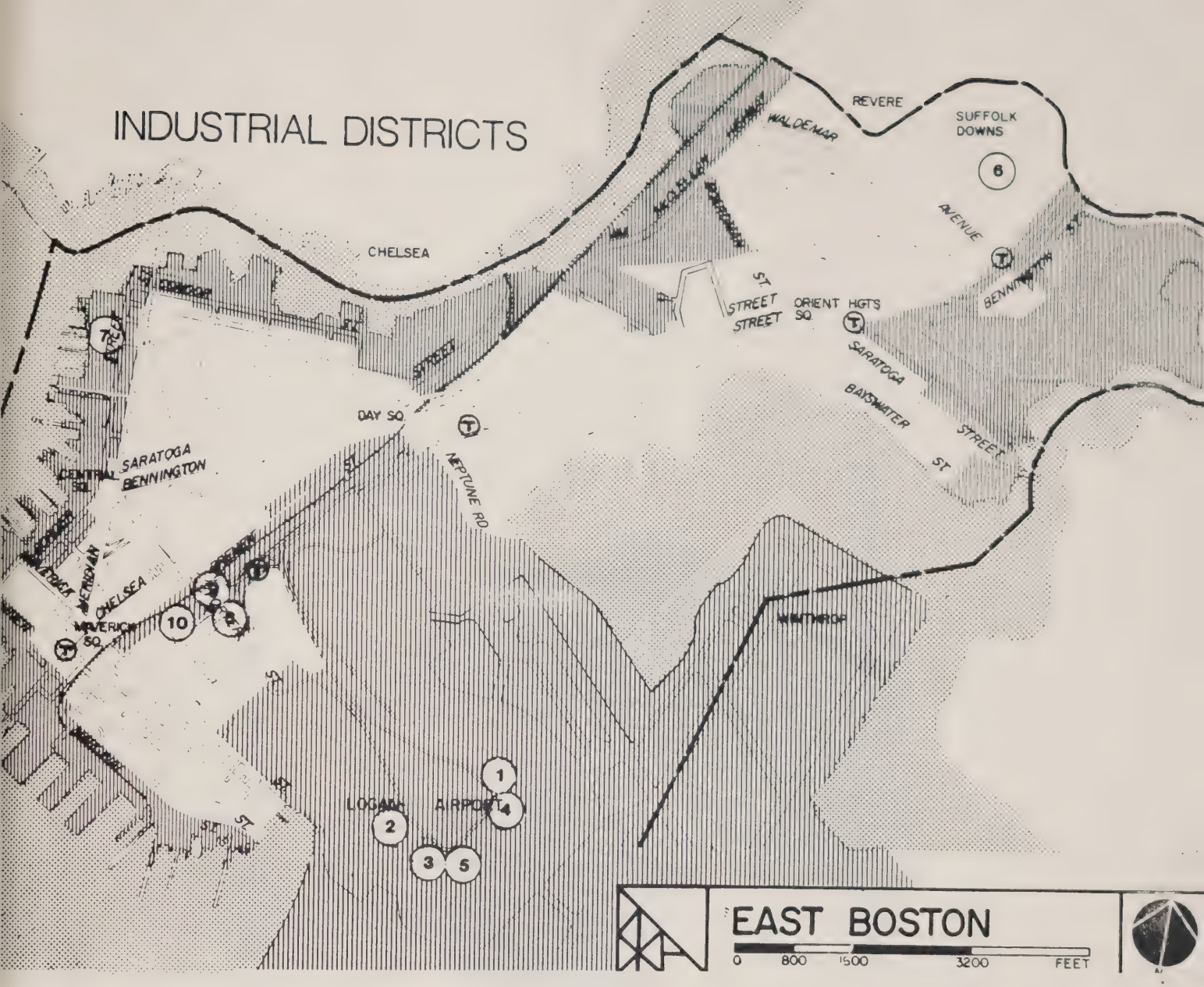
3. Define criteria for industrial siting and determine whether existing industrial zones should be changed to residential or commercial use.

4. Assess the industrial development potential of sites and potential impacts including traffic, parking and environmental effects.

5. Develop requirements for buffer zones between residential and industrial areas to protect the community without eliminating industrial development.

6. Examine whether the special characteristics of East Boston can attract new industrial jobs not now located in East Boston.

INDUSTRIAL DISTRICTS



Zoned Industrial

SOME LARGER EMPLOYERS

1. Delta Airlines
2. Eastern Airlines
3. U.S. Air
4. TWA
5. American Airlines
6. Suffolk Downs
7. General Ship
8. Richmark International
9. Revelation BRA
10. Sterling Wear

FIGURE 1
EMPLOYMENT COMPOSITION OF EAST BOSTON

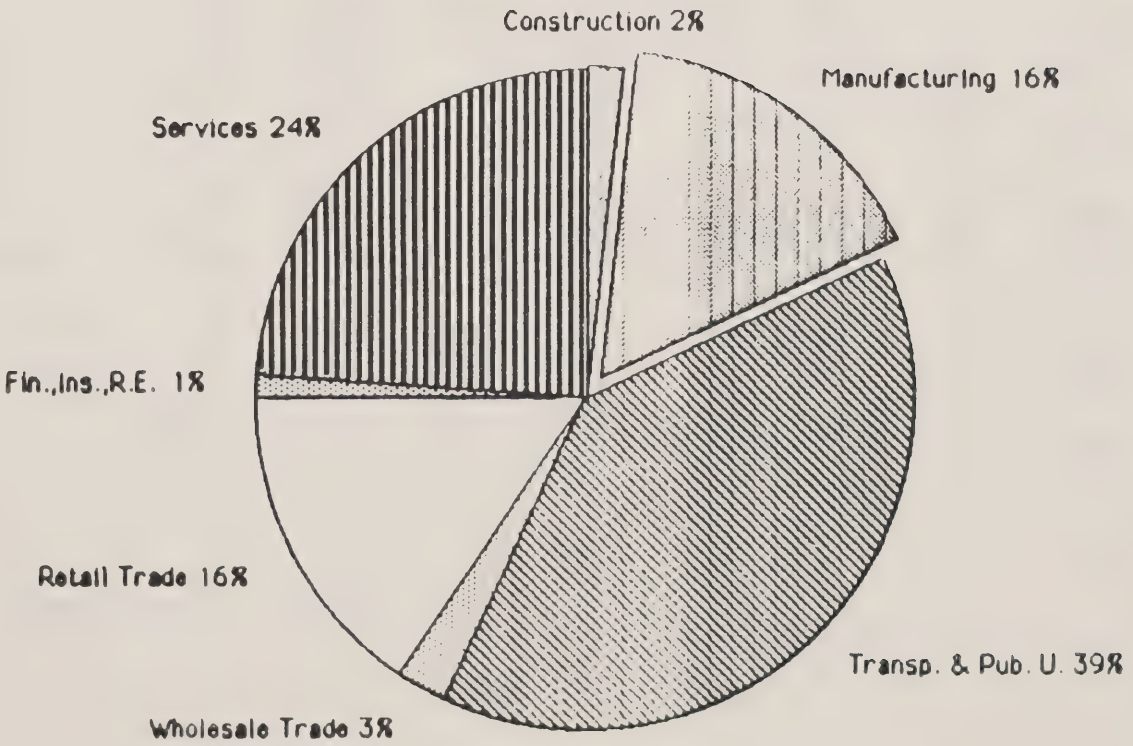


TABLE 12

MANUFACTURING EMPLOYMENT AND ESTABLISHMENTS IN BOSTON
BY NEIGHBORHOOD
WITH PERCENTAGE OF TOTAL BOSTON EMPLOYMENT

Neighborhood	1977		1979		1981		1983	
	Firms	Emp	Firms	Emp	Firms	Emp	Firms	Emp
Central Boston	330	9,939	299	10,140	268	9,844	203	8,424
South Boston	276	11,606	284	12,064	263	11,028	223	10,600
Allston/Brighton	86	4,656	77	4,638	68	4,247	61	4,224
Charlestown	33	3,548	31	3,314	27	2,936	24	3,301
East Boston	51	2,143	47	2,366	44	2,724	41	2,854
Back Bay/Fenway South End	136	6,494	120	5,469	113	5,616	97	5,382
Roxbury	171	6,367	165	5,997	164	5,751	139	4,423
Dorchester/Mattapan	104	6,802	101	6,517	89	5,956	76	6,207
Jamaica Plain/ Roslindale/W. Roxbury	66	1,844	64	1,453	55	1,424	50	1,360
Hyde Park	45	2,381	45	2,314	41	2,380	37	1,762
TOTAL	1,298	55,780	1,233	54,272	1,132	51,914	951	48,602

Source: Boston Manufacturing Universe/83

Manufacturing in East Boston
Number of Establishments and Employees
by Type of Industry, 1967

SIC	Type of Business	Establishments	Employment
20	Food Processing	2	81
23	Apparel & Other	9	731
24	Lumber & Wood	2	1,175
26	Paper & Allied Products	2	69
34	Fabricated Metal	4	218
35	Machinery Except Electrical	3	56
36	Electric & Electronic Equip	3	1,109
37	Transportation Equipment	2	549
38	Instruments	3	124
	Other Manufacturing	5	207
	All Manufacturing	35	4,319

Source: Mass. Dept. of Commerce and Development, Mass. Industrial Directory, 1968.

Manufacturing in East Boston
Number of Establishments and Employees
by Type of Industry, 1983

SIC	Type of Business	Establishments	Employment
20	Food Processing	3	90
23	Apparel & Other	10	1,234
25	Furniture & Fixtures	3	54
27	Printing & Publishing	7	77
30	Rubber & Plastics	2	100
34	Fabricated Metal	3	95
35	Machinery Except Electrical	2	13
39	Miscellaneous Manufacturing	4	902
	Other Manufacturing	6	278
	All Manufacturing	40	2,843

Source: Economic Development Industrial Corporation, Boston Manufacturing Universe, 1984.

LABOR FORCE DATA BY NEIGHBORHOOD AREAS, EAST BOSTON AND BOSTON, 1980

	City of Boston	Total East Boston	Central & Maverick Sqs., Paris St. Flats (23)	Eagle Hill (24)	Harbor View, Orient Hgts. (25)	Jeffries Pt., Airport (26)
Labor Force						
Percent of Persons 16 Yrs. & Over	60.0	56.0	51.9	55.9	58.5	57.5
Unemployed						
Percent of Civilian Labor Force	6.1	7.3	9.1	9.9	4.8	5.7
Occupation						
Employed Persons 16 Yrs. & Over	256,047	13,477	2,913	3,741	4,462	2,361
Managerial/Professional	66,660	1,658	269	432	722	235
Executive, Admin., Managerial	25,238	925	150	203	449	123
Professional	41,422	733	119	229	273	112
Technical, Sales, Admin. Support	87,796	4,643	904	1,271	1,587	881
Techniciana	10,557	392	119	68	117	88
Sales	18,788	895	222	228	282	163
Admin. Support, including Clerical	58,451	3,356	563	975	1,188	630
Services	47,109	2,671	622	750	908	391
Farming, Fishing, Forestry	927	43	10	0	20	13
Precision Production, Craft, Repair	19,772	1,754	430	499	514	311
Operators, Fabricators, Laborers	33,783	2,708	678	789	711	530
Machine Operators, Assemblers	17,320	1,424	376	372	392	284
Transportation	7,505	518	138	124	171	85
Handlers, Helpers, Laborers	8,958	766	164	293	148	161
Industry						
Agriculture, Fisheries, Forestry	658	28	3	0	20	5
Construction	8,132	577	111	159	159	148
Manufacturing	36,521	2,757	694	783	761	519
Transportation	12,130	1,032	157	267	379	229
Communication, Public Utilities	6,552	238	22	84	92	40
Wholesale Trade	7,096	599	97	184	229	89
Retail Trade	36,041	2,001	485	591	631	294
Finance, Insurance, Real Estate	23,079	1,295	186	441	487	181
Business & Repair Services	13,404	795	232	203	213	147
Personal, Entertainment & Recreation	10,696	701	233	152	215	101
Health Services	35,075	876	168	186	373	149
Educational Services	27,989	706	150	206	253	97
Public Administration	20,825	1,283	249	342	430	262

	City of Boston	Total East Boston	Central & Maverick Sqs., Paris St. Flats (23)	Eagle Hill (24))	Harbor View, Orient Hgts. (25)	Jeffries Pt., Airport (26)
Mean Weeks Unemployment (Males)	15.2	19.2	20.8	19.8	19.4	16.7
Mean Weeks Unemployment (Females)	11.5	12.1	14.0	11.7	13.7	9.0
Number of Families	117,832	8,569	2,018	2,416	2,697	1,438
No Workers (in %)	19.1	20.0	26.2	22.4	15.9	14.9
1 Worker (in %)	31.8	34.4	30.9	33.5	34.7	40.3
2+ Workers (in %)	49.2	45.6	42.8	44.1	49.4	44.9

Source: Boston Redevelopment Authority, Research Department, Boston Population and Housing by Neighborhood Areas, 1980; Demographic Informatio from the U. S. Bureau of the Census.

F. Infrastructure Capacity

The components of East Boston's utility infrastructure - its water, sewer, natural gas and other utility service lines - are in many cases quite old. As a result, they are in some cases no longer providing the levels of service they were initially designed to provide. In other cases, they are dealing with service loads considerably in excess of designed capacity. These factors need to be assessed, analyzed and taken into account when making zoning or planning decisions which could impact service demands.

The following tasks may be appropriate:

1. Examination and analysis of capacity, service load, and operating integrity of the various components of the infrastructure systems.

2. Identification of areas in which upgrading of system elements is necessary to either bring inadequate service up to acceptable levels or to meet additional demand.

3. Identification of areas in which additional demand may be added without stressing the existing systems.

4. Development of means to assure that new development not unduly stress existing infrastructure systems, and that, where necessary, infrastructure improvements accompany any new development.

5. Identification of which infrastructure improvements are most critically needed.

6. Development of plans that will coordinate utility upgrading with planned street reconstruction to minimize disruption to the community.

G. Waterfront Development

The majority of the vacant, derelict and underutilized land which exists in East Boston lies along the East Boston waterfront. The revitalization and reclamation of that waterfront, which was once the scene of thriving maritime commerce and which affords beautiful views of the harbor, is one of the major challenges to be faced by the PZAC.

Even more so than in most of the city, the East Boston community has been physically and visually cut off from its own water's edge. In a community surrounded by water, it is often difficult and hazardous, if not illegal, to gain access to the water's edge.

It is essential that any development along the waterfront be carefully regulated by design criteria relating to size, density, massing and other considerations that will preserve for the entire community access, both physical and visual, to the water's edge.

It is also along the waterfront that the most fundamental and significant choices relating to competing land uses will have to be made.

To bring focus to the unique problems, challenges and opportunities presented by the development of the waterfront, the city in 1985 launched the planning initiative known as "Harborpark." Harborpark's objectives are to guarantee public access to the city's greatest natural asset, its harbor, while encouraging balanced growth along the entire waterfront from East Boston to Dorchester. Harborpark seeks to provide continuous and uninterrupted public access to the water's edge, while at the same time encouraging the creation of new jobs, investment, tax revenue, and housing opportunities for households of all income levels.

Included in the Harborpark concept of "access" is access and involvement by the community in the planning process itself. The East Boston PZAC will integrate the goals and objectives of the Harborpark Plan to the planning of the East Boston waterfront. Elsewhere in the city, a Harborpark Interim Planning Overlay District will be adopted to implement the goals and objectives of the Harborpark Plan.

The PZAC will seek to promote:

- Encouraging a mix of private development and public improvements;
- Creating a walkway the length of the entire waterfront and landscaping the waterfront adjacent to the walkway;
- Development of a series of public spaces and public facilities which will provide opportunities for recreational and cultural activities.

In the course of so doing, it will:

- Identify waterfront development opportunities.
- Identify the necessary pedestrian/visual/land/water access opportunities.

- Establish guidelines and criteria for private developments to ensure their compatibility with the character of the waterfront and to minimize their adverse environmental effects.

- Identify pathways that connect or link major pedestrian squares, stops, and the existing network of open space amenities, parks and paths. Signage, special landscaping and paving textures should be used to accentuate and establish a design vocabulary for the connections.

- Encourages more active use of water transit via ferry services and water-taxis.

- Attempt to enhance existing views of the piers and harbor including Jeffries Street area and the Golden Stairs, along Lewis Street from Maverick Square at selected vistas along Bennington, Sumner, Marginal, and Border Streets.

- Identify sites which may be suitable and appropriate for designation as either "port areas" or "maritime economy reserve" zones (for further discussion of "port areas", see following Issue, Section H; for further discussion of "maritime economy reserve" zones, see Chapter VI, Section C).

H. Re-evaluation of East Boston Designated Port Areas

In the mid 1970's, the Massachusetts Coastal Zone Management (MCZM) office undertook a state-wide program to identify and designate certain areas along the coast for maritime-dependent development. Those areas, known as Designated Port Areas (DPAs), are governed by MCZM and Department of Environmental Quality Engineering (DEQE) regulations. Those regulations now essentially limit development in DPAs to water-dependent industrial uses.

The intention of the DPA program was to afford state protection to those limited number of urban waterfront sites which by virtue of sufficient water depth and other characteristics could suitably support water-dependent industrial uses. Substantial portions of the East Boston waterfront (see Map _____), including all of the Chelsea Creek waterfront, are currently designated as DPAs by MCZM and DEQE. Development in those areas, accordingly, is now essentially restricted to water-dependent industrial uses.

The appropriateness of the designation of certain East Boston sites as port areas, and the appropriateness of the exclusion of certain others, has since been called into question. One of the first tasks of the EB PZAC will be the re-evaluation of the East Boston designated port areas.

This task should be undertaken cooperatively with the MCZM and with the Harborpark Advisory Committee (HPAC). Participation of MCZM is critical because it is MCZM which ultimately will make the final decisions with regard to any changes in designated port areas. Participation of the Harborpark Advisory Committee is important because the HPAC was specifically charged with the task of looking out for maritime interests in Boston harbor generally.

The reason that the re-evaluation of the East Boston DPAs is such a necessary first step is that unless an accord can be achieved as to which areas ought to be port areas, then the existing designations (and with them the existing land use restrictions) would continue to control. If an accord is not achieved, the EBPZAC would either have to plan "around" the existing DPAs or face the possibility of its planning objectives being superseded by the DPA regulation.

Accordingly it will be necessary to:

1. Identify those sites currently designated as port areas which are deemed to be suitable for maritime-industrial development.

2. Identify those sites currently designated as port areas which are deemed to be not suitable for maritime-industrial development.

3. Identify those sites, if any, not currently designated as port areas which may be suitable for maritime-industrial development.

CHELSEA RIVER
BOSTON
INNER
HARBOR
HAVRE
BREMEN ST
Designated Port Areas

I. Open Space

One of the important considerations in land use controls to guide development will be the protection of existing open space and an awareness of the value of incorporating additional open space into future development.

The need and importance of the preservation of open space is one issue which has long been prominent in the collective psyche of the East Boston community, which to this day still mourns the loss of Wood Island ParK. Wood Island Park, a 75 acre jewel with field and bathhouses, playing fields, a cinder track, a public beach, picnic areas and shaded walkways, had been designed by Frederick Law Olmsted. From its completion in 1898 until its loss during the 1960s to Logan Airport expansion, it served as the recreational and social focal point of the East Boston community. Also lost to Logan expansion during the 1960s was the 4 acre Amerina Playground.

East Boston currently has 130.37 acres of park and public open space (see Map_____). With a 1985 estimated population of 35,018, the open space acreage per 1,000 population figure is 3.7.

A 1979 BRA study had given a figure of 2.3 acres per 1,000 population based on 89.58 acres of open space and a (1970) population of 38,873. At that time East Boston ranked ninth among city neighborhoods both in terms of least total open space and of least open space per 1,000 population.

The higher current figure of 3.7 reflects both the smaller present population and the larger current open space figures. The major components of the difference in acreage between 1985 and 1979 are Belle Isle Park (28 acres), LoPresti Park (10.67 acres) and the Condor Street Conservation Area (8.9 acres). The figure, however, is still well below the national recommended standard of 10 acres per 1,000 population.

East Boston also contains over 500 acres of salt marshes, the largest total of any section of the city. These areas are of great ecological importance, but are not currently protected by zoning regulations. A special zoning designation for such areas, however, is under consideration.

Future planning and zoning studies may discover many opportunities to expand present open spaces by the development of links or connectors between existing major squares and waterfront areas, between parks and playgrounds, and between recreational areas and other open areas. Such physical connectors could not only increase the use of both areas but constitute a psychological link as well. Smaller, more informal gathering spaces could also be dispersed throughout the neighborhoods.

The kind of ancillary uses which will be permitted and the recreational and open space needs of the immediate and larger community will be an important consideration in the review of existing zoning in East Boston.

In reviewing the recreational and open space needs of the community in relation to existing zoning regulations, the East Boston PZAC will want to examine such questions as:

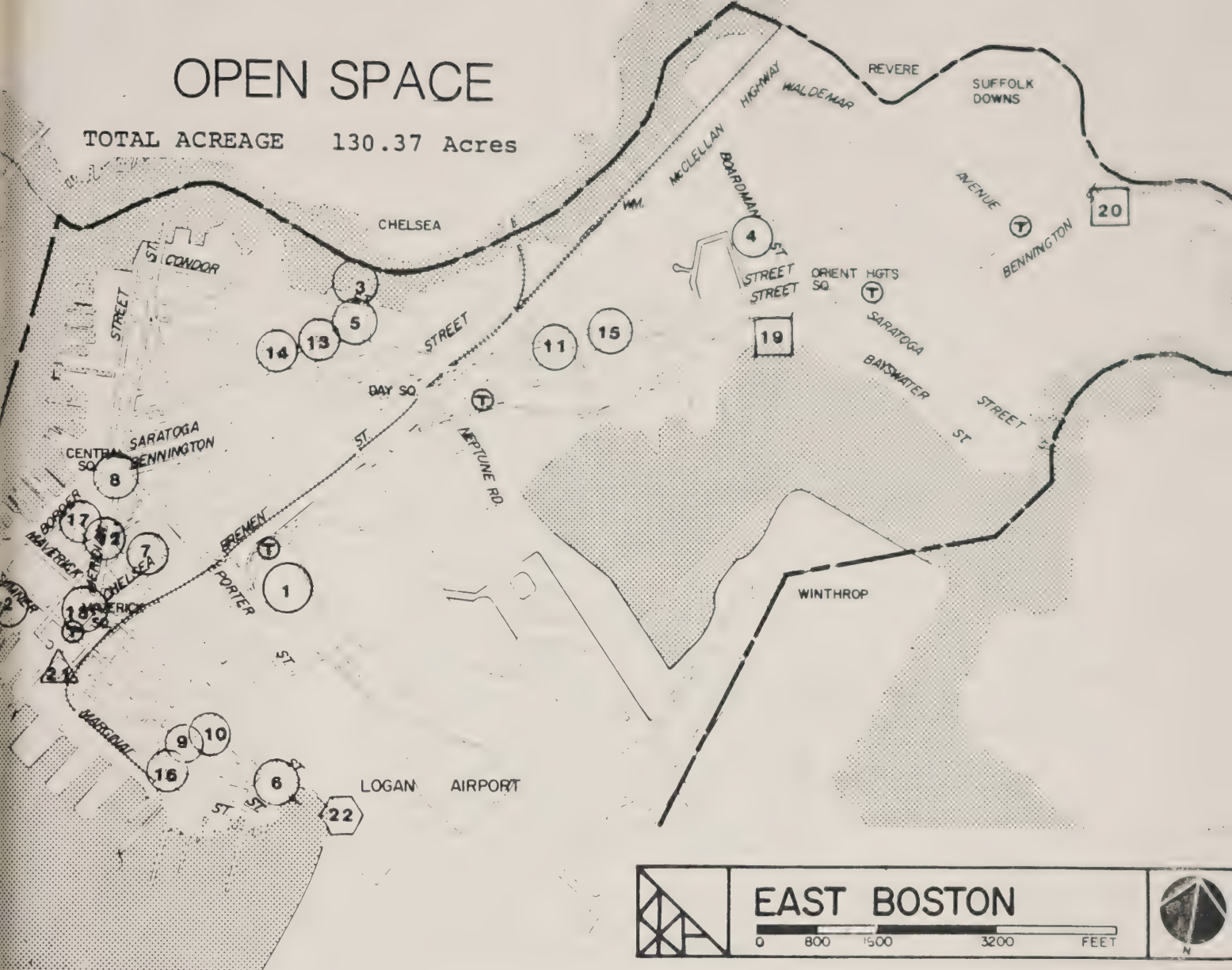
1) How can existing open spaces considered important to the needs of the community best be protected?

2) Will there be a need for additional open space if intensive new development occurs? Should new development be required to provide open space if located in areas already densely populated? Under what conditions?

3) What additional open spaces, not now publicly-owned, might be identified? What actions might be taken for their preservation and protection?

OPEN SPACE

TOTAL ACREAGE 130.37 Acres



		Acres
CITY OF BOSTON		56.57
1.	East Boston Memorial Stadium	17.67
2.	LoPresti Park	10.67
3.	Condor St. Conservation Area	8.9
4.	Noyes Park	8.31
5.	American Legion Playground	3.38
6.	Porzio Park	2.38
7.	Paris St. Playground	1.27
8.	Central Square	.92
9.	Brophy Park	.69
10.	Sumner Lamson Sts.	.48
11.	McLean Playground	.43
12.	Decatur & Meridian	.30
13.	Prescott Square	.28
14.	Putnam Square	.27
15.	Saratoga Street	.23
16.	Golden Stairs	.16
17.	London & Decatur Sts.	.13
18.	Maverick Square	.10
METROPOLITAN DISTRICT COMMISSION		72.38
19.	Constitution Beach	44.38
20.	Belle Isle Park	28.
BOSTON HOUSING AUTHORITY		
21.	Lewis Mall	.69
MASSACHUSETTS PORT AUTHORITY		
22.	Bird Island Flats Harborwalk	.73

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